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**ARMY REGULATIONS, INDIA.**

**VOLUME X.**

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# ARMY REGULATIONS, INDIA.

VOLUME X.



## PASSAGES.



Government of India,  
Army Department, 1917.

CALCUTTA  
SUPERINTENDENT GOVERNMENT PRINTING, INDIA  
1917

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Register of correcting Appendices to India Army Orders entered.

Year.	Clause and month.	Initials of person by whom corrected and date of correction.	Year.	Clause and month.	Initials of person by whom corrected and date of correction.

## PREFACE.

THIS volume of Army Regulations, India, contains the orders of the Government of India on all matters concerning the sea and inland movements of troops and others attached to the army.

Any passage concession not included in this volume should be considered as inadmissible, unless it is covered by a special sanction of Government.

Officers are expected to interpret these regulations reasonably and intelligently, with due regard to the interests of the public service. No attempt has been made to provide for necessary but self-evident exceptions.

*(This book is corrected up to January 1917.)*

A. H. BINGLEY,  
*Major-General,*  
*Secretary to the Govt. of India,*  
*Army Department.*

DELHI,  
The 22nd February 1917. }



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A. B. Corps . . . . .	Army Bearer Corps.
A. D. M. S. . . . .	Assistant Director of Medical Services.
A. D. S. . . . .	Assistant Director of Supplies.
A. D., S. and T. . . . .	Assistant Director of Supplies and Transport.
A. Hqrs. . . . .	Army Headquarters.
Army Comdr. . . . .	General Officer Commanding, <sup>Northern</sup> <sub>Southern</sub> Army.
A.-D.-C. . . . .	Aide-de-camp.
A. F. . . . .	Army Form.
A. G., India . . . . .	Adjutant-general in India.
A. H. Corps . . . . .	Army Hospital Corps.
Appx. . . . .	Appendix.
A. R. I. . . . .	Army Regulations, India.
A. V. C. . . . .	Army Veterinary Corps.
Bde. Comdr. . . . .	Officer Commanding the Brigade.
B. I. S. N. Co. . . . .	British India Steam Navigation Company.
C.-in-C. . . . .	Commander-in-Chief.
C. M. A. . . . .	Controller of Military Accounts.
C. M. S. Accts. . . . .	Controller of Military Supply Accounts.
C. G. S. . . . .	Chief of the General Staff.
C. S. Regs. . . . .	Civil Service Regulations.
D. A. A. G. . . . .	Deputy Assistant Adjutant-general.
D. A. D.'s M. S. (Sanitary) . . . . .	Deputy Assistant Directors of Medical Services (Sanitary).
D. A. G. . . . .	Deputy Adjutant-general, <sup>Northern</sup> <sub>Southern</sub> Army.
D. C. M. A. . . . .	Deputy Controller of Military Accounts.
Divl. Comdr. . . . .	General Officer Commanding the Division.
D. D. M. S. . . . .	Deputy Director of Medical Services.
D. M. S., India . . . . .	Director, Medical Services in India.
D. R. I. M. . . . .	Director of the Royal Indian Marine.
E. M. Accts. . . . .	Examiner of Military Accounts.
F. S. Manual . . . . .	Field Service Manual.
G. G. in Council . . . . .	Governor-General in Council.
G. of I. . . . .	Government of India.
G. S. Br. . . . .	General Staff Branch.
G. S. O. . . . .	General Staff Officer.
H. E. . . . .	His Excellency.
Hqrs. . . . .	Headquarters.
I. A. . . . .	Indian Army.
I. A. A. . . . .	Indian Army Act.
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I. A. O. . . . .	India Army Order.
I. G. . . . .	Inspector-general.
Inspr. . . . .	Inspector.
I. M. S. . . . .	Indian Medical Service.
I. O. . . . .	India Office.
I. S. M. D. . . . .	Indian Subordinate Medical Department.
K. R. . . . .	King's Regulations.
M. A. Dept. . . . .	Military Accounts Department.
M. A. G. . . . .	Military Accountant-general.
m. c. . . . .	Medical certificate.
M. D. . . . .	Military Department.
M. T. R. . . . .	Military Traffic Rules.
M. W. S. . . . .	Military Works Services.

N. C. O.	.	.	.	.	Non-commissioned Officer.
O. C.	.	.	.	.	Officer Commanding.
p. a.	.	.	.	.	Private affairs.
P. and O. Co.	.	.	.	.	Peninsular and Oriental Steam Navigation Company.
P. W. D.	.	.	.	.	Public Works Department.
Q. M. G., India	.	.	.	.	Quartermaster general in India.
R. A.	.	.	.	.	Royal Artillery.
R. A. M. C.	.	.	.	.	Royal Army Medical Corps.
R. E.	.	.	.	.	Royal Engineers.
R. F. A.	.	.	.	.	Royal Field Artillery.
R. G. A.	.	.	.	.	Royal Garrison Artillery.
R. H. A.	.	.	.	.	Royal Horse Artillery.
R. I. M.	.	.	.	.	Royal Indian Marine.
R. O.	.	.	.	.	Recruiting Officer.
R. W.	.	.	.	.	Royal Warrant for pay and promotion.
S. C.	.	.	.	.	Staff Captain.
S. O.	.	.	.	.	Staff Officer.
S. S. O.	.	.	.	.	Station Staff Officer.
S. and T.	.	.	.	.	Supply and Transport.
S. of S.	.	.	.	.	Secretary of State.
U. K.	.	.	.	.	United Kingdom.
U. L.	.	.	.	.	Unattached List.
W. O.	.	.	.	.	War Office.
W. O. A. Regs.	.	.	.	.	War Office Allowance Regulations.

In these rules unless inconsistent with the context:—

**Authorised course of instruction** means any course authorised by regulations and includes all refresher courses of instruction authorised by competent authority.

**Beyond sea** includes Aden and Burma, and all stations beyond India proper at which troops on the Indian establishment are located.

**Brigade Commander** includes the divisional commander in the case of troops serving directly under his orders.

**British service officer** includes the following:—

- (a) all officers serving with British units.
- (b) all officers of the R.A.M.C., whether holding administrative or executive appointments.
- (c) lieutenant-colonels, adjutants, instructors of gunnery, and ridingmasters of the R.A.
- (d) non-continuous service R.E. officers, unless taking leave under I. A. leave rules and receiving Indian rates of leave pay.
- (e) inspectors of ordnance machinery, or of army schools.
- (f) subaltern officers of the British service serving on the general, instructional, or personal staff, in departments under the G. of I., or as adjutants of volunteer corps.
- (g) any other officers who may be granted leave under the British leave rules.

All other officers of the British service, above the rank of lieutenant, serving on the general, instructional, or personal staff, in departments under the G. of I., or as adjutants of volunteer corps, as well as subaltern officers of the British service similarly employed when granted leave under para. 226, A. R. I., Vol. II; and all officers serving with the Indian artillery, only receive passage as Indian service officers while actually holding such appointments, though when joining and after vacation they travel as British service officers.

**British soldier** includes regimental and non-departmental warrant officers and all British N. C. O's and men serving in India.

**Civilian mechanic** includes civil chief master armourers, and civilian mechanics of other classes employed in military departments.

**Civilian subordinate** means a civilian in military employ, other than a civilian mechanic, public follower and menial.

**Departmental officer with honorary rank and warrant officer** includes all departmental officers with honorary rank however employed, and such warrant officers as are serving in departments, but excludes the sub-assistant surgeon branch of the I.S.M.D.

**Divisional Commander** includes the commander of an independent brigade.

**Family** includes in the case of—

- (a) *British officers, U. L. warrant and N. C. O's, civilian mechanics and subordinates, Indian ranks and followers.*

Wife; unmarried daughters of any age residing with and dependent upon the individual; sons under 16 years of age, or irrespective of age if suffering from mental or bodily infirmity; sons over 16 years of age of regimental officers with honorary rank, district officers of R. A., and inspectors of ordnance machinery and army schools, if they came to India at the public expense before they were 16 years old; also unmarried step-daughters of any age, and step-sons under 16 years of age, in the case of warrant and N. C. O's.

For the grant of not-entitled passages "family" includes sons over 16 years of age, and other relatives residing with and entirely dependent upon the individual.

- (b) *British regimental warrant and N. C. O's and men.*

Wife; unmarried daughters or step-daughters of any age; and sons or step-sons under 16 years of age, or irrespective of age if they came to India before they were 16 or are suffering from mental or bodily infirmity.

**Note.—**In the case of sons over 16 years of age suffering from mental or bodily infirmity, the infirmity must be certified by a medical officer to be of such a nature as to make the boy wholly dependent upon his father, and the grant of free passage requires the sanction of the competent financial authority (see A. R. I., Vol. III).

**Free passage** means free conveyance of the individual, his authorized servants, chargers, baggage, and camp equipage, to destination, unless specially restricted to conveyance by either sea, rail, river, or road only.

**Free passage by rail** includes conveyance by river when there is through booking and the journey by rail and railway company's steamer is continuous and viewed as one; also sea journeys between ports in India proper when the sea route is more economical or where no railway communication exists, unless especially restricted in these regulations to conveyance by rail only. Free passage by road includes journeys by canal, backwater, or by river otherwise than in a steamer in connection with which warrants are accepted.

It does not include free messing, except in the cases mentioned in para. 113.

**Note.**—Free conveyance to destination mentioned above does not include conveyance by land in the U. K.

**Freight ship.**—A vessel by which conveyance is engaged for parties of troops, stores, etc., but which is not wholly reserved for govt. purposes.

**Government ward.**—The child of a deceased warrant officer or British soldier, whose maintenance has been undertaken by govt.

**Hired transport.**—A vessel wholly engaged for govt. purposes.

**Indian limits** includes "India proper," and beyond sea stations administered by the G. of I., viz., Aden, the Andamans and Burma.

**India proper** includes the peninsula of India, and the provinces of Assam and Baluchistan, but not Burma and Aden.

**Indian service officer** includes officers of the I. A., I.M.S., continuous service officers of the R.A. and R.E., and R.E. officers permitted to extend their Indian service indefinitely who elect the Indian leave rules.

**Indian soldier** includes Indian officers and other ranks of units and departments, whose enlistment involves attestation as soldiers; also transport veterinary assistants of the S. and T. Corps, but not sub-assistant surgeons nor recruit boys.

**Main route.**—The most convenient land or sea route, or both combined, being that usually taken by the travelling public (see also para. 165 of the text).

**Menial** includes daftaries, peons, and others of similar status, paid by the State, who are not classed as public followers.

**Not-entitled passage** is a passage allotted in a govt. transport, or a vessel wholly chartered by govt., on the understanding that no compensation is claimable if the accommodation is finally required for entitled passengers, and that the full cost of messing and any other expenses otherwise paid by the state will be defrayed by the person to whom the passage is granted.

**On duty** includes all journeys on promotion, transfer, deputation, inspection or other duty, authorized by competent authority in the interests of the public service, and not at the request or for the personal convenience, or in consequence of the misconduct of the individual concerned. The Divl. Comdr. may, however, at his discretion, by special order, permit an individual transferred for misconduct, to travel on duty. An individual proceeding on privilege leave in India is considered to be on duty during such leave and can draw any travelling allowances to which he would have been entitled had he remained on duty.

**Outstation** is a place situated beyond five miles, or over ten miles in the case of an officer in receipt of a horse allowance, from the main Protestant church (or post office where there is no church) of the station from which the journey commences. In the case of a transfer, the station left is the permanent station, and the station joined is the outstation, for purposes of travelling allowance.

**Permanent duty** means duty (other than inspection duty or instructional classes held in INDIA unless specially provided for in these regulations) involving more than three months' absence from permanent station.

**Private follower** includes all servants of individuals, units, and departments, not paid by the state.

**Public follower** includes all men paid by the state serving in units\*

\*As defined in A. R., I., and departments who have been enrolled, Vol. II. or enrolled and attested, and are subject to the I. A. A., but have not the status of combatants.

**Rest camp route.**—The most convenient route on which rest camps are located.

**Sub-assistant Surgeon** includes senior sub-assistant surgeon.

**Temporary duty** means absence from permanent station not exceeding three months, and all inspection duty.





# ARMY REGULATIONS, INDIA.

## VOLUME X.—PASSEGES.

### General Instructions.

**1.** These rules will apply to all persons subject to the A. A. Applicability or I. A. A., lady nurses, civilian mechanics and subordinates, schoolmistresses, public followers, the families of these classes, and office menials, whose travelling expenses are debited to the army and military works estimates, except in the case of the office establishments (including menials), of the M. A. G. who, when travelling between Delhi and Simla, will continue to receive travelling allowances under the Simla Allowance Rules, and the subordinates of the M. W. S. and Barrack Dept. (Madras list only), and the M. A. Dept., and the menials of the M. W. S. and the M. A. Dept., who will continue to travel under the rules in the C. S. Regs., but see para. 22. The grant of conveyance allowance to the Barrack Dept. (General list) is governed by C. S. Regs. These rules will only apply to those in civil employ to the extent prescribed by the C. S. Regs.; except that departmental officers with honorary rank and Warrant officers in civil employ enjoy the same rights as those in military employ in regard to passages between India and the U. K.

Warrant and N. C. O's and men of the British army (whether drawn from regiments or from departments), transferred to the M. A. Dept., for the public convenience will, on first appointment to that department, travel under these rules. Such of them as elect, on final admission to the M. A. Dept., to retain the status and privileges of military men, will also travel under these rules when moving on departmental duty or proceeding on furlough or leave.

These rules will also apply to British officers, Indian soldiers and followers of the I. A. serving at stations outside Indian limits. The inland travelling expenses of British officers and their families for movements within such stations, will, however, be governed by the rules in the W. O. A. Regs.

**2.** When free conveyance is admissible, river and sea passages by private vessels will be ordered on I. A. F. T-1712 and 1724 respectively; rail and road passages will either be ordered by warrant (I. A. F. T-1707 for rail and T-1712 for road journeys), paid for in cash, or travelling allowances will be given at the rates laid down in para. 29 to admit of individuals making their own arrangements.

(a) Warrants will be issued for all movements to and from field service; all journeys performed by river and all movements of bodies of troops (but see note below); all British soldiers; all ranks of the Indian army except furlough men and reservists; public followers; the families of these

## General Instructions.

classes; military medical pupils and office menials.

**NOTE.**—This does not apply to movements to and from manoeuvres and training camps the cost of which is payable in cash and debitible to the training grant.

(b) Travelling allowances should be given to the families of all British officers, single and widowed schoolmistresses, civilian mechanics and subordinates and their families, on all occasions; to British officers, lady nurses, departmental warrant officers, and an armourer acting as civil chief master armourer, when not accompanying troops; to the families of departmental warrant officers, and to schoolmistresses and their families, when travelling at the public expense apart from their husbands or when the latter also draw travelling allowances.

(c) The homeward and return fares of all Indian ranks proceeding on furlough will be paid by the O. C. the unit to the railway in cash; in cases where units are stationed off the line of rail, payment may be made either by remittance transfer receipt in favour of the examiner of railway accounts or the auditor, as the case may be, at the headquarters station of the booking railway, or through the soldier if preferred. N. C. O.'s and sowars of silladar cavalry regiments proceeding on furlough with their horses are allowed to draw the amount of rail fare for themselves to and from their homes, whether they travel as attendants with their horses or not.

The amount so disbursed will be adjusted in the next general state of accounts. If a coupon for the return journey cannot be availed of owing to the soldier becoming non-effective by death, desertion, discharge from any cause, dismissal, or transfer to the reserve, or in consequence of the move of the unit to another station, the fare for the return journey, less 10 per cent., will be recovered from the railway concerned on a claim supported by the unused coupon (see instructions on I. A. F. T-1720). In the case of men becoming non-effective the fare for the return journey, less any refund made by the railway, will be debited to their estates.

(d) The homeward fares of reservists on joining the reserve or returning from a training will be paid and adjusted by the O. C. the unit and reserve centre respectively, in the same manner as prescribed in clause (c) for furlough men. When called up for training or service, reservists will be booked by railways on the authority of the passage order attached to I. A. F. Y-1954, which must be completed before despatch to the reservist.





Applications for warrants or travelling allowances must be made in writing, and if possible on I. A. F. T-1705 or 1715, to the officer competent to issue or authorize the same (see paras. 4 and 32).

**3.** The officer who authorizes a passage at the public expense, or the issue of a passage warrant or travelling allowances, will be held personally responsible that this is authorized by these regulations, and any extra expense caused by the grant of warrants or unauthorized passages may be recovered from him. In no circumstances may a passage be authorized on the condition that if objected to the individual benefiting thereby will refund the amount, and doubtful cases must be referred to competent authority for decision.

**4.** The following individuals are authorized to issue warrants and credit notes. They will be responsible for the safe custody of the forms issued to them, and liable to pay any charge arising from their theft and fraudulent use. Each warrant or credit note must be stamped before issue with the office seal, and if issued on account of any special service or expedition this must be endorsed thereon in red ink:—

Persons authorized to issue.	To what extent.
<i>By sea.</i>	
Q. M. G., India, D. A. G., G. Os. C. Divisions and independent bdes., and officers commanding at ports of embarkation } Administrative and executive officers of departments . . . . . Recruiting officers . . . . .	For individuals and animals. For stores. For themselves, recruiting parties, and recruits.
<i>By rail, river and road.</i>	
All officers of Army, Northern and Southern Armies, Hqrs., divisional, brigade and station staffs.	For themselves and all ranks serving under them, animals and stores. Also for all individuals, animals and stores, not specified in this para., but authorized to travel on warrant or credit note.
Recruiting officers . . . . .	For themselves, and all moving under their orders.
Commandant, Staff College, Quetta . . .	For himself, college staff, students, establishments, animals and stores.
The Commandant, Indian Central Flying School, Sitalpur.	For himself, staff, students, establishments and stores.
Commandant, central school of musketry, Pachmarhi, and Commandants, branch schools of musketry, Satara and Changla Gali.	For themselves, staff, students, establishments and stores.
Military Secretary to His Excellency the Viceroy.	For all ranks, animals, and stores of bodyguards.
Military Secretary to His Excellency the Governors of Madras, Bombay and Bengal.	For all ranks and followers under their orders moving on departmental duty, also stores.
D. M. S. I., D. D. M. S., A. D. M. S., senior medical officers of stations, and medical storekeepers.	For themselves only.
D. A. D.'s M. S. (Sanitary) Adjutants of Volunteer Corps . . . .	For the sergeant instructors of their corps moving on inspection or other out-station duty, on the authority of a regimental order authorizing the journey.

4.

## General Instructions.

Persons authorized to issue.	To what extent.
<i>By rail, river and road—contd.</i>	
Adjutants of Volunteer Corps . . . . .	Also for the sergeant instructors of their corps for journeys when these N. C. O.'s travel on any other description of military duty, on the authority of the Bde. Comds., and for stores, such as old lead, fired cases, and arms, etc., on return to the arsenal.
Adjutant, Cavalry School, Saugor . . . . .	For individuals, animals and stores in connection with the school.
All administrative and executive officers of the S. and T. corps and Ordnance dept., including Chemical Inspector, Indian Ordnance dept., also military subordinates of any rank in independent charge of stations or outposts.	For all ranks and followers under their orders moving on departmental duty, also animals and stores.
All officers of the Remount dept. . . . .	
Director-General of Military Works . . . . .	For himself and chargers.
All officers of the M. W. S. . . . .	Form E for themselves and all military ranks serving under them, also warrants for barrack serjeants and their families, when moving on M. W. S. or barrack dept. duty.
I. G., Imperial Service Troops . . . . .	For himself and staff officers.
Inspecting officers, Imperial Service Troops . . . . .	For themselves and establishments.
Commandant, Imperial Cadet Corps . . . . .	For all ranks, followers, animals, and stores of corps.
Resident, Nepal . . . . .	For all ranks, followers, and stores of Nepal escort.
2nd Asst. to A. G. G., Central India . . . . .	For military escorts.
Controllers of Military Accounts . . . . .	For all ranks and subordinates of the M. A. Dept., and stores.
Pension paymasters . . . . .	For themselves, and subordinates moving on pension duties.
Superintendents of Army Clothing . . . . .	For themselves, subordinates, and stores.
Officers commanding British and Indian units or detachments.	For themselves and all ranks serving under them, animals and stores.
British officers on recruiting duty . . . . .	For themselves, recruiting parties, and recruits.
Agent-General in India for British Protectorates in Africa administered by the Foreign Office.	For all Indian soldiers returning to India from these Protectorates. Such warrants to be enframed in red ink that they will be audited and paid by the Agent-General.
Managers and assistant managers of farms.	For themselves and their subordinates; the warrants to be countersigned by a commissioned officer before issue, with the exception of those issued by managers and assistant managers in charge of farms at out-stations. Also for farm stores and produce, and the despatch of milk, butter and cream by passenger trains when absolutely necessary, subject to the condition that credit notes will be issued only in those cases in which the freight charges of such stores are debitable to the farm concerned.





## General Instructions.

Persons authorised to issue.	To what extent
<i>By rail, river and road—concl'd.</i>	
Controller or Deputy Controller of printing, stationery, and stamps, and Superintendents of government printing and mathematical instrument departments.	
Inspector, Army Boot Factory, Cawnpore.	
Agent for government consignments.	For stores only.
Contractors for printing G. of I. forms.	
Veterinary officers in charge of hospitals.	
Military subordinates of the S. and T. corps in charge of godowns or flour mills, and agents in charge of outposts.	
<i>By road only.</i>	
Rest camp sergeant, or S. and T. subordinate, Kalka.	For details moving from Kalka to Kasauli.

**Note.**—The authorities named may include (or issue separate warrants for) the families, chargers, servants, and baggage accompanying an individual or party.

5. Every movement order issued by a despatching officer on Joining time, account of an individual travelling otherwise than with troops, will specify the date by which he should arrive at his destination if within Indian limits or at the port of embarkation if leaving India. This date will be fixed with reference to the circumstances of the movement, but if no special reasons exist for arrival by a particular date, six days may be allowed for preparation, and one day additional for each 250 miles where communication by rail exists, 200 miles by ocean steamer, 80 miles where communication by river steamer or horse dâk exists, or 15 miles in any other case, or for any fraction of these distances. For sufficient reason this period may be specially extended by the Bde. Comdr. up to a limit of 30 days. If the individual fails to arrive by the date named, he will, unless the delay is explained to the satisfaction of the Bde. Comdr., be treated as absent without leave.

6. If any loss occurs owing to an individual not availing himself of the conveyance ordered for him, he will, unless this was caused by circumstances beyond his control, be called upon to refund the amount involved. In the case of those drawing travelling allowances or passage money no further assistance will be given on any account.

7. A general or staff officer who is permitted, for his own convenience, to carry on his duties away from his permanent hqrs. station, must defray all extra travelling expenditure thereby caused.

8. A lien may be retained on any passage authorized under these rules for a period not exceeding one year (extendable in special cases to two years by the Divl. Comdr.) by British officers vacating their commands or appointments, retiring, or when placed on half-pay; army school-mistresses placed on the unemployed list; and families of deceased British soldiers. Similarly a lady nurse proceeding home on completion

of a term of service whether on leave or on retirement, may retain a lien on the free passage admissible in these cases, for one year from date of completion of the term or of the order permitting retirement, as the case may be. But in all cases, other than those of officers holding substantive rank higher than that of colonel, and their families if accompanying them, and the families of deceased British soldiers, no claim to passage by private steamer will be admitted if the period an individual elects to remain in India includes any portion of a trooping season during which a passage by govt. steamer could have been made available.

"Families entitled to free passage by road, river or rail under the rules, who do not accompany the head of the family when moving must join him within six months, otherwise the free passage will not be admitted. Individuals who have received orders to move may send their families in advance, but free passage will not be admitted for movements more than six months before their own movement. This time limit does not, however, apply to families proceeding to or from the United Kingdom in advance of, or subsequent to, the movement of the head of the family under paragraph 73 (a), (b) (ii), (d) (ii), (d) (iii), (e), (g), (i) and (l) or 76."

An individual sending his family in advance will do so at his own risk and will have no claim on govt. for compensation or for return free passage if the move on which it was contingent is afterwards changed or cancelled. Free passage for the moves of families in advance will not be finally admitted until the head of the family himself actually moves.

**Note.**—Military pensioners of the British Army will, while employed in Lawrence Asylums, Sanawar and Murree, retain a lien on the passages authorized under these rules, for themselves and their families.

**Relief, movements.**

9. The C.-in-C. will decide, subject to the approval of the G. of I., to what extent the periodical relief movements of troops are to be carried out by rail, route march, or other method. Applications for any change in the mode of movement must be based on public grounds, and requests for permission for troops to travel by rail at their own expense instead of by route march cannot be entertained.

10. The O. C. any unit or detachment moving within Indian limits will send a movement report on I. A. F. T-1708 to the Q. M. G., India, the D. M. S., India, the Divl. Comdr., and the local staff officer, on (1) departure from original station, (2) departure from any station or camp at which a halt exceeding seven days has been made, and (3) arrival at destination. A copy of the itinerary of every move will be forwarded to the above-mentioned officers by the O. C. in time to reach its destination before the unit or detachment leaves its original station. Any subsequent changes made to the itinerary should also be at once reported.

The veterinary officer if one accompanies, otherwise the O. C. a unit or detachment of British and non-silladar cavalry. the Viceroy's bodyguard, R. H. A., R. F. A., heavy and mountain artillery, will, on the above occasions, furnish the I. V. O. with a marching <sup>out</sup> <sub>in</sub> report (I. A. F. V-1755).

**General reports.**





**11.** As a general rule no movements of British soldiers <sup>Dates for movements.</sup> should take place between the 15th April and 15th October. Convalescents will be despatched to sanitaria and removed therefrom on such dates as may be fixed by the G. O. C. the division in which the sanatorium is located. Departures from this rule may, however, be sanctioned by the O. C. the station in the case of invalids or small parties, and by the Divl. Comdr. in the case of large parties, or the interchange of sickly men in the plains with recovered men in the hills during the summer, if no unusual expenditure is thereby involved, and no danger to health is anticipated by the medical authorities.

**12.** Officers holding substantive rank higher than that of colonel, and their families if accompanying them will always be despatched by private vessels when moving beyond Indian limits, in all other cases, unless otherwise stated, govt. vessels should be utilized whenever possible; passage by private steamer being only permissible during the period intervening between the close of one trooping season and one month prior to the sailing date of the first transport of the ensuing season, or during a trooping season when—

- (a) no transport is sailing within thirty days of the date an officer ceases to belong to the Indian establishment;
- (b) an officer is specially ordered by the C.-in-C. or a Divl. Comdr. to proceed at once without waiting for the next transport;
- (c) the Bde. Comdr. at Bombay or Karachi certifies that passage by transport will not be available during the trooping season;
- (d) A. D. M. S. or D. D. M. S. certifies that the individual's state of health is such that he cannot wait for passage by the next transport, or that he is suffering or recovering from a contagious disease rendering his despatch with troops undesirable;
- (e) a medical board declares the individual's state of health to be such that passage to the U. K. or any place on the homeward route of the transport would be positively dangerous.

When passage by private steamer has to be provided the individual should ordinarily embark at the nearest port to his station from which homeward bound steamers sail, but may be permitted to embark at another port if he pays the extra cost of conveyance thereto.

**13.** When passages are required for officers, and other than <sup>Allotment of passages.</sup> ordinary trooping details, application must be made on I. A. F. T-1727 to the Bde. Comdr. who will arrange with the O. C. at the port of embarkation. The latter decides the allotment of passages, and when these are required by private steamer the line by which the individual should proceed. Any line of steamers having suitable passenger accommodation, and carrying surgeons, may be used, and the O. C. will be guided by considerations of economy in respect of passage money and detention allowance (see A. R., I., Vol. I), and the needs of each.

Grant of  
passage by  
govt. and  
private  
vessels.

**General Instructions.**

case. When passages have to be arranged by private steamer for individuals returning to India, return tickets will be taken for those who cannot be allotted return passages in troopships or when it is economical to govt., for other reasons, to do so. Applications for passage in govt. transports for sick officers requiring special accommodation and treatment during the voyage, should reach the embarking officer not less than fifteen days before the date of sailing, and must indicate the nature of the illness, etc., to admit of the required arrangements being made.

In the case of small bodies of troops, passages will not be provided by vessels not flying the British flag, without the sanction of the G. of I. Exceptions may, however, be made in regard to bodies of troops not exceeding 25 in number when considerations of economy and convenience do not permit of the grant of passages by vessels flying a British flag, provided that the O. C. at the port of embarkation is satisfied that the accommodation is in every respect suitable.

**13A.** All individuals proceeding to the U. K., or the Colonies, at the public expense and entitled to free passage to their intended place of residence, must be supplied by the original despatching officer with the requisite authority on I. A. F. T-1734. Embarking officers will be responsible that none of the above persons leave India without this certificate.

**14.** Officers and others ordered by a medical board or other competent authority to leave India without delay, may be at once despatched to the port of embarkation, telegraphic intimation to this effect and of the probable date of their arrival, being sent by the Bde. Comdr. to the O. C. at the port, who will arrange for their onward despatch. In other cases individuals should not be despatched from their stations until the Bde. Comdr. has arranged with the O. C. at the port of embarkation for their allotment to a particular vessel.

**15.** Officers will defray their embarking and disembarking expenses, but may be allowed the benefit of any arrangements made for the troops they may accompany.

Individuals proceeding to or from the U.K., the Colonies, or "beyond sea" stations, at the public expense, will be granted free passage for journeys between the railway station and dock, or *vice versa*, at the port of embarkation or disembarkation in India, under the same rules as apply to other road journeys.

**16.** Claims to passage money from a colony to India, and also the claims of individuals recalled from leave in the U. K., who have sailed before the receipt of orders recalling them to duty, in circumstances in which passage is admissible under existing regulations, may be dealt with by the G. of I. All other claims on account of movements from the U. K. to India require the sanction of the S. of S. for India.

**17.** Passages required in P. and O. mail steamers for individuals travelling at the public expense, and for their families should be requisitioned under the contract in force (see Appx. II).

Conveyance certificate on arrival in the U. K. or Colonies.

Despatch to port of embarkation.

Seaport expenses.

Travelling expenses to or from docks.

Passage money claims.

Contract P. and O. passages.





**18.** Sea passages within Indian limits should be provided in govt. vessels whenever possible; otherwise in the contract steamers of the B. I. S. N. Co., except between India and Aden in which case any convenient and economical line of steamers may be used. Inspecting officers may, however, travel by other steamers when this is absolutely necessary to avoid delay and inconvenience.

Passage between Burma and "India proper" will be granted by private steamer in all cases in which passage by a government ship or hired transport is authorised in these regulations, but not available within such period as the officer ordering the move may consider reasonable.

**19.** British soldiers and their families entitled to passage to the U. K. will ordinarily be detained to proceed by a trans- port, unless passage by private steamer is specially authorized in these regulations, or when men are discharged for misconduct in the non-trooping season and the Divl. Comdr. may consider their immediate despatch by private steamer desirable. British soldiers travelling by road in India are ordinarily required to march, except when travelling separately or in small parties when conveyance for themselves, and for their families on all occasions, may be authorized to the extent named in para. 203 and Appx. VI.

**20.** During the trooping season all ranks serving at Aden entitled to free passage to the U. K. will ordinarily be embarked in the transport calling at that port, or if no transport is detailed to call there they will be sent, if passage by a govt. vessel is available, to Bombay for embarkation in a transport, otherwise by private steamer to Suez for embarkation in the next transport arriving there, or if the individuals are eligible for passage by private steamer, under the provisions of para. 12, they may be sent direct to the U. K.

**21.** Officers and subordinates transferred from military to civil employ travel under the rules contained in the C. S. Regs. Those transferred from civil to military employ travel under the rules in these regulations.

**22.** Whenever persons subject to the A. A. or I. A. A., Form E entitled to 1st or 2nd class accommodation, are travelling "on duty," otherwise than by warrant, over railways on which the contract rates apply (see Appx. V), they should be given a form E certificate (I. A. F. T-1709) which such railways accept, under the contract conditions given in para. 157, as authority for the issue of a ticket by a higher class than that paid for, subject to the limitation that British officers and Indian aides-de-camp must obtain 1st class, and other ranks 2nd class tickets. Individuals proceeding on or returning from leave on m. c., or any authorized examination or class of instruction, and officers of silladar corps travelling on remount duty whether conveyed at the public expense or at that of the corps are held to be travelling on duty for the purpose of this rule. This certificate should be used, whenever possible, for all journeys on departmental duty of the military subordinates of the M. W. S. and M. A. Dept. The certificate must not be issued to persons ineligible to travel at contract rates (see Appx. V).

**General Instructions.**

Form "E" may also be used by certain officers when travelling by rail at their own expense, *vide Appx. IX.*

Special railway concessions.

**23.** The concessions granted by railways to British and Indian officers, troops, and their families, travelling at their own expense, are shown in Appx. IX.

Civilian bandmasters.

**24.** Civilian bandmasters of Indian corps and their families may, when travelling with the corps, be given free passage by rail or by sea in govt. vessels, and for themselves only when the band may be sent to another station for temporary duty; but this concession establishes no claim to any other travelling expenses nor to passage on any account when not moving with the corps.

Unmarried school-mistresses, etc.

**25.** When travelling on duty within Indian limits, unmarried or widowed schoolmistresses, and married schoolmistresses unaccompanied by their husbands, should not be allotted passage in a govt. vessel unless other women are proceeding thereby, nor should they be sent by troop train or be required to halt at rest camps. In such cases they will be given passage by private vessel, or travelling allowances in inland movements. The hotel and daily allowances admissible are detailed in A. R., I., Vol. I, and despatching officers will arrange that inland journeys are carried out as rapidly as possible, and that unnecessary detention at seaports is avoided.

Families of school-mistresses.

**26.** If the husband of a schoolmistress has served in the regular forces and held a rank not below that of serjeant on discharge, he may also be granted free passage whenever the schoolmistress travels at the public expense, receiving accommodation, baggage, and other allowances, according to his late army rank. The children will be given free passage with the mother, with the same baggage allowance as the children of a regimental warrant officer.

Probationers for training as school-mistresses.

**27.** Probationers selected for training as army schoolmistresses will be allowed free passage from their place of residence to the training school selected, and return passage on completion of the training.

Charges met from office allowances.

**28.** Officers in receipt of an office allowance will defray therefrom the cost of the conveyance of their office records and any establishments paid from this allowance.

Officers holding brevet rank.

**28A.** Officers holding brevet rank will receive free passage according to their substantive rank when travelling on regimental duty, and according to their army rank when travelling on other duty.



Travelling allowances of horse breeding establishments.

**30.** Indian officers and subordinates of the horse breeding circles of the army remount dept. when travelling by rail at the public expense in the performance of their duties, will receive travelling allowance at the following rates (see also paras. 957-A and 959-A, A. R., I., Vol. I):—

Designation.	Allowance.
<i>For rail journeys outside their own permanent charge.</i>	
Indian officers of all ranks and Veterinary Inspectors.	A double 2nd class (a) fare without daily allowance.
Zilladars and district veterinary assistants	A double inter class fare without daily allowance.
<i>For all rail journeys.</i>	
Civilian veterinary overseer at Rawal Pindi, and military veterinary overseer at Babugari.	A double 2nd class fare without daily allowance.
Headquarter veterinary assistants, clerks, munshies, stand veterinary assistants and stand jamadars.	A double inter class fare without daily allowance.
Head mali, stable jamadars, syces, riders, nalgunds, branders, peons and khalassis.	A single 3rd class fare with daily allowance.

(a) I. A. F. T-1709 (form E) will not be issued to Indian officers on these occasions.

Tour allowance.

**31.** Office menials when accompanying officers on tour under competent authority will be allowed batta at 50 per cent. on their pay while absent on tour.

Submission of applications for travelling allowances.

**32.** Applications on I. A. F. T-1715 for the grant of travelling allowance should be submitted to the O. C. the station in the case of individuals of units and others serving under his orders; in other cases to the officer under whom they are serving; but when the latter is not a military officer, the application must be sent to the O. C. the station or nearest station. These officers will decide what scale of travelling allowances should be drawn for the particular journey, referring any doubtful cases to superior authority.

If the duration of the duty is in any degree uncertain, travelling allowances can only be authorised on the temporary duty scale, but if and when the duty has lasted more than three months the difference between the temporary and permanent duty scales may be claimed and admitted.

Advance and adjustment of travelling allowances.

**33.** When endorsed by the sanctioning officer, I. A. F. T-1715 will constitute the travelling order, the authority for any required advance of travelling allowances, and eventually the travelling claim. In the case of an individual serving under an officer having the control of public funds, the authorized allowance for the journey may be advanced to him by the O. C. before departure, and the advance finally adjusted in the next pay list or other account rendered after the completion of the journey. In other cases an application should be made to the M. A. Dept. for the advance required; or if time will not admit of this course an advance of the amount admissible, provided it exceeds Rs. 100, may be drawn from the local treasury on a station order; the amount drawn being finally adjusted in the manner noted above (see also the rules in A. R., I., Vol. III, regarding permanent advances). If no advance is taken the claim for the amount due should be submitted through the general state of accounts in the case of





regimental officers, otherwise direct to the M. A. Dept., immediately after arrival at destination. Travelling allowances issued to families entitled to passage on their own account will also be adjusted in the above manner.

**34.** The disposal of all travelling allowances is left entirely Disposal of  
travelling  
allowances.

### Inspecting Officers.

**35. I.** When travelling on duly authorised inspection duty connected with their appointments, the following officers will, subject to the provisions of para. 36 and to their not being provided with free conveyance, draw travelling allowances at the scales laid down in para. 29, for movements by rail and road:—

Journeys  
of ins-  
pecting  
officers.

All officers of the:—	A. A. G., or D. A. A. G. R. E.
Army Remount Dept. holding administrative appt.	All G. S. O.'s of the military operations direct- orate, and G. S. O., 1st grade, Training Section (S. D. 3), G. S. Branch. Officers of the concentra- tion section, Q. M. G.'s Branch, Divl. or Bde. D. D. M. S., or A. D. M. S.
Army Remount Dept. holding Executive appts. when travelling over 20 miles from their station.	Recruiting officers.
Military Accounts Dept. S. and T. Corps.	Inspectors of army signal- ling.
R. A. M. C. and I. M. S. holding specialist appts.	Inspector of Volunteers, and his staff officer.
Army Veterinary Corps.	Inspectors of army schools.
Military Works Services.	Secretary, Defence Com- mittee.
Ordnance Dept.	Officers of the Divl. or Bde. staff.
Military Farms Dept.	

**II.** When leaving one place and moving to another in continuation of his tour, an officer is entitled to travelling allowance for the whole distance, irrespective of the distance covered each day, and, in addition, detention allowance where admissible (see para. 254, A. R. I., Volume I) if he travels and inspects on the same day.

**III.** Passage by sea or river will be arranged by requisition through the local staff officer concerned.

**IV.** When a cycle, motor cycle, or motor car is taken in lieu of a charger, under para. 109, the actual fare paid, or the freight for a charger, whichever is less, should be included in the travelling allowance claim.

## Inspecting Officers—Road conveyance.

V. When the officers mentioned below avail themselves of the reserved compartment admissible under para. 158, they are entitled to the following:—

Director-General of Ordnance.	Actual amount paid for servants up to a limit of three 3rd class fares.
Director-General, Army Remount Department.	
Director of Farms . . . . .	Actual amount paid for servants up to a limit of two 3rd class fares.
Inspector of R. G. A., and his staff officer.	
Director of Staff Duties and Military Training.	
G. S. O., 1st grade, Training Section (S. D. 3), G. S. Branch.	One 1st class fare each to pay for servants, camp equipage and baggage.

VI. All other inspecting officers will ordinarily travel on warrant when moving on inspection duty, but, may at their option, draw travelling allowances for any such journey, provided that the whole journey by rail and road is completed either by warrant or by travelling allowance, any admixture of the two systems in one journey being inadmissible.

VII. Claims for these travelling allowances, should be submitted to the audit officer concerned on I. A. F. T.-1716.

## Road conveyance.

## Marching expenses.

36. When the pay and allowances of an individual include tentage, he is required to defray all marching expenses between stations, and when moving with bodies of troops during manœuvres, also those connected with movements within his own station, and in its vicinity within a limit of 5 miles, or 10 miles if in receipt of horse allowance, by the direct route, from the main Protestant church (or post office where there is no church) of the station. When this limit is exceeded, travelling allowance for the whole distance may be drawn at the rate given in scale C, para. 29. For the exceptions to this rule see para. 37.

NOTE.—The term "marching expenses between stations" used in this para. means expenses incurred when moving with bodies of troops, details, or transport, by route march, by regular recognized stages, from one station or camp to another.

## Road conveyance between residence and railway station.

36A. An individual travelling at the public expense will be granted free passage for road journeys between railway station and residence at an outstation when the distance exceeds one mile; also at the starting station unless the individual is in receipt of tentage or horse allowance (see para. 36) or of a daily conveyance allowance under para. 37 (b).

A family entitled to passage by road will be granted free passage for the concluding portion of a journey from the terminal railway station to residence at an outstation if the distance between these exceeds one mile; also at the station of departure provided the head of the family is himself entitled to free passage for this portion of the journey. Families of British soldiers will always be allowed free passage at the





starting station when the distance exceeds one mile, and Government transport is not available for the purpose.

**37.** When suitable govt. carriage cannot be supplied, conveyance hire may be drawn at the following rates in the cases mentioned :—

Convey-  
ance  
expenses.

(a) *British officers while on duty at outstations.*—At the mileage rates given in scale C, para. 29.

(i) For journeys within five miles, or 10 miles if a horse or bicycle is taken, by the direct route, from the fixed travelling point in the outstation, provided neither deputation nor detention allowance is drawn.

(ii) For journeys more than five miles, or ten miles if a horse or bicycle is taken, by the direct route, from the fixed travelling point in the outstation, provided detention allowance is not drawn.

(b) *Departmental officers with honorary rank, warrant and N. C. O's and civilian mechanics of all departments (assistant surgeons only of the I. S. M. D.), master gunners, armament artificers, Serjeant instructor in gunnery at Aden, and park serjeants.*

(i) Journeys within five miles radius of their permanent station, if not in receipt of horse, pony, or other allowance intended to cover their travelling expenses; or at an outstation provided a horse or pony, or bicycle, is not taken at govt. expense or detention or deputation allowance drawn—the following daily rates :—

Class A.—at 8 annas a day;

Class B.—at 1 rupee a day;

Class C.—at 2 rupees a day;

for each day on which a journey by road is made whatever be the distance or mode of conveyance.

For the purposes of this rule individuals will be classed by the local head of the dept. concerned according to the distance they are normally called upon to travel within the 5 miles radius daily. Such classification should be frequently and periodically revised, and will form the subject of special inquiry by inspecting officers of the M. A. Dept. As a guide to such classification individuals who normally travel from 2 to 5 miles, 5 to 10 miles, and over 10 miles daily, will be classed A, B, and C respectively.

(ii) Journeys beyond five miles radius of their permanent station, or ten miles radius if in receipt of horse or pony allowance, unless in receipt of an allowance intended to cover

such travelling expenses. At the rate of 8 annas a mile in the case of officers, and civilian mechanics entitled to first class accommodation by rail; and of 4 annas a mile in the case of others.

- (c) *Agents of the S. and T. corps detailed in connection with the rationing of special troop trains passing through cantonments.*—Journeys between fixed points (see para. 36) and railway stations. At the mileage rates given in scale C, para. 29.
- (d) Individuals who may have to travel more than a mile each way between their offices and treasuries within their station to cash cheques for considerable amounts, or without reference to these conditions when the safe conveyance of the money necessitates a vehicle being engaged, will be refunded the actual expenses incurred, on a certificate by the head of the office that the charge was unavoidable. If, however, the responsible officer concerned receives an office allowance he must meet such charges therefrom. But adjutants of British cavalry and infantry units, and acting adjutants of wings of British infantry units, will be allowed mileage rates given in scale "C," para. 29, irrespective of the distance, for not more than one journey per week per unit actually made to cash cheques for the unit. Movements to and from an outstation will be governed by para. 55.

Claims under (a) may be recovered direct from the M. A. Dept. on I. A. F. T-1716. For claims under (b) and (c) one bill will be prepared monthly on I. A. F. T-1718, for all journeys of the same establishment for the sanction of the competent financial authority. Claims under (d) will be preferred on I. A. F. A-115.

**Special  
conveyance  
allowances.**

Assistant commanding royal engineer, and one garrison engineer, below the rank of Major, Poona District.

All M. W. S. officers at Secunderabad.

Garrison engineer, Jalapahar sub-division . . .  
Ditto at Ranikhet : : :  
Ditto at Allahabad : : :

Proof and experimental officer, assistant proof and experimental officer, chief examiner, assistant examiner, and sergeant assistant examiner, Balasore.

Cantonment magistrate of St. Thomas' Mount and Pallavaram.

Inspector of ordnance machinery, Bombay . . .

Rs. 30 a month, provided no other travelling allowance for road journeys within a limit of 10 miles be drawn.

Rs. 30 a month, provided no horse allowance or other travelling allowance for road journeys within a limit of 10 miles be drawn.

Rs. 30 a month.

, 30 "

, 17 "





## Road conveyance.

Assistant surgeons, I.S.M.D., in subordinate medical charge of gun and shell factory, Cossipore, or the rifle factory, Ishapore.	Rs. 30 & month.
Assistant surgeon of the gun carriage factory, Jubbulpore.	" 20 "
Transport serjeant-major at Fort William . . .	" 30 "
" " " Madras . . .	" 30 "
" " " Rangoon . . .	Actual amount of conveyance hire spent on duty up to a limit of Rs. 10 a month. Govt. transport to be provided whenever available.
Transport serjeant-majors at Bombay . . .	Rs. 20 each a month in the trooping season, and Rs. 10 each a month in the non-trooping season.
Master gunner, Karachi . . . .	Rs. 13 a month.
" " Fort Agra . . . .	" 10 "
Warrant and N. C. O.'s actually working in the Bombay Arsenal.	Rs. 3 a month to each man residing at Colaba.
Men of collarmakers and master tailors classes at Madras.	4 annas each man daily when govt. conveyance is not available.
Manager of grass and dairy farms, who by being in possession of a motor bicycle have enabled the farm complement of riding horses to be reduced by one such horse.	Rupee one each per diem up to a maximum of the total number of working days in a month.
Garrison provost serjeant, Bombay . . . .	8 annas a day.

Indian officers and subordinates of the horse breeding circles of the army remount dept., who are required to travel constantly within the limits of their respective circles in the performance of their duties, receive fixed monthly allowances to cover actual travelling expenses, halting and other expenses connected with those movements—see A. R., I., Vol. I.

**39.** Indian officers and sub-assistant surgeons when not Road travelling with troops by road, will perform such journeys on passages for warrant. All other Indian soldiers, public followers and office menials, when travelling separately or in small parties on duty, or under the provisions of para. 83, will ordinarily be required to march, but may be granted road conveyance in the following special cases when—

- (a) a medical officer certifies that they are unable to march.
- (b) in exceptional cases the circumstances may necessitate rapid movement.
- (c) escorts accompanying stores may be required to move faster than they can march.
- (d) economy may result from the more rapid movement.

The grant of road conveyance may only be authorized by the O. C. the station and will be published in station orders, or in the case of men not serving at a military station by the local head of the dept. whose certificate to this effect should be endorsed on the warrant or bill. Such conveyance will be restricted to bullock train or country bullock cart if available, otherwise the cheapest means of conveyance locally procurable, and to the boundary of Nepal only in the case of Gurkhas. Govt. transport should be used when available.

**Notes.**—Gurkha soldiers proceeding to their homes in Nepal on medical leave under (a), will be granted road allowance at Rs. 1-4 per diem, on the

journey within Nepal territory, on a certificate by the O. C. unit, showing the number of days' journey by the main route from the Nepal frontier to the individual's home as recorded in his sheet roll.

### Passage money.

Passage money  
to the U. K.

**40.** Officers and their families, lady nurses and departmental warrant officers, entitled to passage by private steamer to the U. K., may draw passage money at the rates detailed below, instead of being provided with passages. In the case of individuals entitled to return passages, whenever practicable, the cost of the return cheapest passage of the appropriate class will be granted, unless the return voyage falls during the trooping season. The passage allowances issued to officers' families and servants will be subject to messing deductions as laid down in scale I, para. 113, for the following number of days:—From Aden, 16; from Bombay, 22; from Rangoon, 35; from Singapore, 35; from Hong Kong, 43; and from Shanghai, 48.

Proceeding from	1st class.			2nd class.		
	Rs.	A.	P.	Rs.	A.	P.
Any port in India proper . . . . .	607	8	0	450	0	0
Aden direct . . . . .	495	0	0	360	0	0
Rangoon direct . . . . .	712	8	0	562	8	0
From Hong Kong and Shanghai . . . . .	832	8	0	..	..	..
From Singapore . . . . .	787	8	0	..	..	..

An officer holding substantive rank higher than that of a colonel, who is entitled to reserved accommodation, may draw passage money up to a maximum of  $1\frac{1}{2}$  first class fares, provided he actually pays for the reserved accommodation.

#### Officers' families.

First class fares above, for wife and each child over 12, and a half or quarter fare, as charged by the shipping company, for each child under 12, not carried free.

#### European servants.

Second class fares as above.

Claims for passage money must be on I. A. F. T-1717 and should be submitted for audit and payment to the C. of M. A. of the division in which the port of embarkation is situated. The claim will be paid by the latter either to the officers themselves, or to any recognised army agent in whose favour it may be endorsed for payment.

**41.** Officers of the British and Indian Services, lady nurses, who wish to proceed to a colony instead of to the U. K., when entitled to free passage under these regulations, may be granted passage or passage money as under:—

I. *On all occasions when they have colonial domiciles (except as provided by para. 71).*

(1) *Canada—*

(a) *When passage by troopship is available.—Free passage to the U. K., and passage money from there at the cheapest 1st class rate.*

Passage  
money to  
colonies.





(b) When passage by troopship is not available.—£50 passage money for the entire journey.

(2) Other colonies—

(a) When passage by troopship is available.—Free passage.

(b) When passage by troopship is not available.—The actual cost of the passage (less govt. rebate where allowed) from the Indian port to and from which the combined rail and sea journeys are the cheapest.

II.—On retirement, dismissal or removal when they have no colonial domicile.

(3) When passage by troopship is available to the U. K.—Free passage.

(4) When passage by troopship is not available to the U. K.—Passage money equal to the cost of free messing on board the troopship.

(5) When passage by troopship is not available either to the U. K. or the concerned.—Passage money equal to the cost of the cheapest passage of the appropriate class, or the cost of passage by private steamer, whichever is less.

III. An officer or lady nurse entitled to passage to the colony and back, will be provided with a return ticket; or they may draw passage money equal to the cost of the return ticket.

42. An individual entitled to passage by private steamer within Indian limits, may either obtain his passage through the G. O. C. at the port of embarkation, or draw passage money at the govt. rate for the accommodation to which he is entitled. Those entitled to return passage, will be granted the cost of the return ticket, unless passage by a govt. vessel is available for the return voyage. Except in the case of general officers travelling on inspection duty which cannot be conveniently arranged to fit in with the sailings of the B. I. S. N. Co.'s ship, such journeys must be made by B. I. S. N. Co.'s ship and claims for passage money will be supported by a certificate to that effect.

43. Cancelled.

Passages  
within  
Indian  
limits.

### Not-entitled passages.

44. (a) When accommodation is available on Indian service transports or R. I. M. vessels, not-entitled passages may be granted by the O. C. at the port of embarkation (or D. R. I. M., and Q. M. G., I. as indicated below). Such passages will be allotted in the order of precedence given in Appx. X and according to juniority in each category, and will be restricted to one passage in three years, unless spare berths are available. If spare berths are available, individuals who have received passages within three years may be considered in the same order of precedence, but after all others. Passages for officers of R. I. M., will be similarly allotted accord-

Indian  
transports  
on home-  
ward  
voyages  
and R. I.  
M. vessels.

ing to their relative rank. Families of officers who die in the service will be granted not-entitled passages on their first voyage, irrespective of the period that may have elapsed since the death of the officer.

(b) Officers and other ranks may be granted not-entitled passages in R. I. M. vessels for round trips, when their circumstances render the concession desirable and when a medical board has recommended such passage to be necessary for their health; also passage may be granted to a member of their family or an attendant recommended by the medical board to accompany. But families, when not accompanied by the head of the family, will only be granted not-entitled passages when proceeding to join the latter or when proceeding to a port within Indian limits to embark for the U. K. in a govt. ship or hired transport.

(c) Not-entitled passages in R. I. M. vessels, within Indian limits only, may also be granted by the D. R. I. M., in communication with the O. C. at the port of embarkation, to officers and subordinates of the R. I. M., and their families.

(d) In other cases, passages require the sanction of the Q. M. G., I.

(e) All applications for not-entitled passages authorised in Appx. X, should be on I. A. F. T-1727.

45. Officers and departmental warrant officers serving in India desiring not-entitled passages from the U. K. for their families or relatives should submit their applications to the Divl. Comdr. who will transmit those of Indian service applicants to the Q. M. G., India, and those of British service applicants to the W. O., for consideration.

Not-entitled  
passages .  
from  
the U. K.

C.-in-C. and  
Army Comdr.  
on appoint-  
ment.

Personal  
staffs of  
high  
officials.

### Passages.

*C.-in-C., Army Comdr., and personal staffs of high officials.*

46. The rules regulating the equipment and voyage to India of the C.-in-C. are contained in the C. S. Regs. An Army Comdr. travels under ordinary military rules (see para. 55 (d)).

47. Free passage for the personal staff officers of the following high officials, in the circumstances noted, is restricted to :—

When accompa nying	To India on appoint- ment.	From India on vacation. (b)	REMARKS.
	Officers.		
G. G. in Council . . . .	3	2	(a) Free passage may be granted for this number irrespective of where the C.-in-C. may be residing on appointment.
Governor of Madras, Bombay or Bengal . . . .	2	1	
Commander-in-Chief : : .	3 (a)	1	
An Army Commander . . . .	1	1	
Widow returning to Europe of a Governor-General in Council, Governor, or Commander-in-Chief, who died in India . . . .		1 officer (b)	(b) Free return passage will also be granted provided the return voyage is commenced within two months from the date of leaving India.





Personal staff officers of the C.-in-C., if belonging to the British service, are entitled, on the expiration of their tenure of appointment, to free passage when posted to a unit not on the Indian establishment.

### Chaplains.

**48.** Chaplains on the Home-Indian service transports are appointed by the home authorities. A Presbyterian chaplain specially appointed by the S. of S. for duty with troops on the outward voyage may be granted a free return passage to the U. K. on condition that his services are available for duty if required. He should ordinarily return by the same transport in which he came to India. In the case of R. I. M. vessels or hired transports engaged in India and conveying British troops to the U. K. or the colonies, the O. C. at the port of sailing will grant a free passage to a Church of England chaplain, and also to a Presbyterian or Wesleyan chaplain and a Roman Catholic priest when not less than 300 individuals (including women and children) of their respective denominations are embarked, in return for their services during the voyage. Chaplains so embarked will have no claim to return passage, but if the vessel is returning at once to India with troops they may return thereby under the same conditions.

**49.** Chaplains of all denominations proceeding on or re. turning from field service receive passage under para. 103, on other occasions they draw travelling allowances under the C. S. Regs., except Roman Catholic priests and Wesleyan chaplains who receive—

(a) eight annas a mile by road, and a double 1st class fare by rail, when they proceed more than five miles from their stations—

(i) on a regular authorized periodical visit to an out-station, whether performed by the authorised priest or chaplain, or another from the same station. (In the case of Port Blair free passage by sea is authorized for four visits annually from Rangoon.)

(ii) to visit a civil station at which there are not less than twenty British-born Roman Catholics or Wesleyans, natives of the U. K., such visits being authorized and limited by the local govt. to from 3 to 12 visits annually according to the distance or facility of communication.

(iii) on transfer to another station, provided the transfer has been approved by the G. of I., or sanctioned by the Divl. Comdr. if the move is within the Divisional area.

(b) free passage, on warrant, for himself, one servant, and the free railway allowance of baggage, when proceeding under the sanction of the O. C. the station (to whom application should be made by the O. C. the out-station or camp), to an out-

station or camp, to minister to a British soldier or his family in severe sickness or on death, and when returning therefrom.

### Instructional courses and examinations.

General rules.

**50. (a)** All classes of individuals detailed or permitted by competent authority to attend authorised courses of instruction, or examinations in professional subjects and languages, are entitled to free passage, whether they pass or fail; but free passage will not be admitted more than once, unless the individual has been compelled to withdraw from the course or examination from illness or causes beyond his control. Sub-assistant surgeons appearing in the departmental examinations for promotion to higher grades will not be granted free passage more than twice for each grade examination, whether they take up the subjects conjointly or separately.

**(b)** Officers attending the entrance examinations for the Staff College, Camberley and Quetta, will, in addition to the first occasion, be entitled to free passage for every subsequent occasion on which they qualify, whether they are admitted or not. Similarly, officers of the Indian service who attend the examination in England for admission to the Staff College, Camberley, and who qualify, will be granted their travelling expenses in the U. K. to and from their residence.

**(c)** Cavalry Brigade Commanders, when permitted by competent authority to visit the Cavalry School, Saugor, will receive free passage for one visit annually.

**(d)** For courses of instruction in the U. K. sea passage United Kingdom. will be restricted to govt. ship or hired transport, except in the case of the gunnery staff course at the Ordnance College, Woolwich. When the course exceeds three months, families may be granted free passage on the permanent duty scale under para. 73, but sea passage only by govt. ship or hired transport. No travelling allowance for journeys of such families in the U. K. is admissible.

**(e)** Officers of the I. M. S. granted study leave are not entitled to free passage under this rule.

**(f)** Officers and others of British Infantry Battalions serving at imperial stations, authorised to attend classes of instruction in musketry, signalling, mounted infantry duties and gymnastics in India, will be granted actual travelling expenses by sea and land, the cost of which will be debited to the Imperial Government; but in case of officers, only if they pass a satisfactory examination.

Officers attending these courses are not entitled to take a servant with them at the public expense.

**50A.** Military medical pupils after passing the entrance examination, will be granted free passage from their homes to the college to which they may be detailed for training; also when proceeding from the latter place to another station to attend the Board examination, and when returning therefrom.





**51.** Free passage for movements in para. 50 will be on the temporary duty scale, with the following exceptions for which permanent duty scale is admissible:—

- (a) Officers admitted to the Staff College, Quetta, and the Cavalry School, Saugor.
- (b) Officers proceeding to Japan to study the language. Free return passage is contingent on passing the prescribed examination.
- (c) R. E. officers detailed to undergo a course in the Telegraph Department.
- (d) Officers detailed to go through a course in trooping duties at seaports, if the course exceeds three months.
- (e) Officers of the I. A. selected for exchange with colonial military officers.

Travelling allowances admissible.

**52.** The travelling allowances of officers of the I. A. in military employ (including R. E. and I.M.S.) proceeding to Russia to qualify as Russian interpreters or to keep up their knowledge of the language, are contained in the regulations for the study of foreign languages issued in a pamphlet with I. A. O's.

Officers proceeding to Russia to study the language.

**53.** Under the conditions named in para. 51, individuals detailed or permitted to attend an authorised instructional course or examination, while on leave, will be granted free passage, or travelling allowance, as the case may be as follows:—

Officers attending courses or examination while on leave.

*In India.*—If on privilege leave, uncombined with other leave; free passage, or travelling allowance, that would have been admissible had they remained at duty. When other leave is taken free passage or travelling allowance, from the place of residence to the station concerned, and back thereto, or to their own stations, but not exceeding that which would have been admissible had they not been on leave.

*Exception.*—Free passage, or travelling allowance, will not, however, be granted to individuals who, for their own convenience, do not proceed to the stations to which they are ordered, but are permitted to attend the same course of instruction or examination at the stations where they are on leave.

*Out of India.*—Officers admitted to the Staff College, but not to other courses, or continuous or prolonged service R. E. officers selected for instruction at the school of military engineering, Chatham; free passage back to India if they returned on termination of the course, at the earliest available opportunity and without an intervening period of leave other than casual leave.

**54.** A civilian mechanic of the ordnance dept., deputed on duty to the U. K. will receive, when proceeding and returning, free passage for himself, and also for his family.

Civilian mechanics.

**24 Instructional courses and examinations—  
On duty.**

In the case, however, of a mechanic serving under the C. S. Regs., not more than two full fares will be allowed for the conveyance of his family when travelling by private steamer. Travelling expenses in the U. K. on account of families are not allowed.

**On duty.**

**“On duty” journeys.** 55. The following are entitled to free passage in the circumstances named below, whether the duty be permanent or temporary:—

(a) All persons subject to the A. A. or I. A. A., and lady nurses, when travelling on duty, or when detailed or summoned to attend a civil court in a criminal case, but—

(i) an officer returning from leave to the U. K., who may receive free passage in consequence of being detailed for duty with troops, is not entitled to passage beyond the station at which he leaves such troops.

(ii) if during the absence of an Indian service officer on leave out of India his unit moves to an imperial station, or if an officer of the same service, whilst similarly absent on leave, is transferred to a unit serving at an imperial station, he will be given a free passage to such station only from the port in India at which he disembarks on return from leave. If the officer proceeds to the imperial station direct from the U. K., he will, if he already holds a return ticket to India, which is exchangeable for one to the imperial station or to a port on the way thither, be repaid only the cost, if any, of conveying his heavy baggage from the Indian to the imperial station, *plus* the cost, if any, of proceeding to his new station from the port to which his ticket conveys him. If he does not hold a return ticket to India exchangeable as above, he will be granted passage from the port in India to the imperial station, provided that passage by public opportunity is not available.

For the present this passage allowance is:—India to North China Rs. 452-8-0 (£30-3-4), India to Hong-Kong Rs. 340 (£22-13-4), India to Singapore Rs. 208 (£13-7-4), India to Colombo Rs. 93 (£6-4-0). Similarly, a regimental officer whose unit is moved otherwise than by route march to another station within Indian limits, during his absence on leave, will be allowed free conveyance from the original to the new station, for his chargers, servants, baggage,





and camp equipage left behind in charge of the unit concerned and actually present with it at the time of its move, provided that the authorized scales are not exceeded and that the chargers, etc., are removed to the new station simultaneously with the unit to which the officer belongs.

- (iii) an officer of the British service resigning his appointment in the I. A. and joining a British unit in India must defray his own expenses.
- (iv) A specialist summoned by competent authority to another station to see an officer who has become disabled on, or as the result of the performance of, military duty, or any of the persons mentioned in para. 83 (k) or (o), travels on duty. But such a movement will be ordered only when the patient is certified to be unfit to travel, or, when it is more economical owing to the number of patients requiring treatment.
- (v) A lady nurse sent to another station under the orders of competent authority to attend an officer who is suffering from a disease or injury contracted on, or as the result of the performance of, military duty, travels on duty.
- (vi) In the case of Indian ranks the grant of passage by road will be governed by the conditions in para. 39.
- (b) Individuals proceeding to the U. K. on completion of their prescribed tour of service in India (see Appx. VIII).
- (c) An officer of the British service detailed for a tour of duty with a reserve battalion at home, or returning to India on the completion of the prescribed three years' tour with such battalion.
- (d) An officer of the British or Indian service, selected for the command of the Northern or Southern Army, of a division or brigade, or for any staff or administrative appointment (medical included) tenable by an officer of rank not lower than that of substantive colonel, be granted free passage to join whether serving or residing in India, or residing out of India. On completion of the prescribed tour, or when compelled to vacate by the rules of the service, officers of the British service and those of the Indian service who were originally appointed while residing out of India, will receive free passage back to the U. K. An officer of the Indian service on leave out of India, other than a general officer, will not be regarded as 'residing out of India' unless he has qualified to be placed in that position under A. R., I., Vol. I., para. 163.

(e) An officer of the British service when joining a staff, departmental, or extra-regimental appointment in India, other than those named in clause (d). On vacation, provided he has completed the prescribed tour of service therein, or has been compelled to vacate under the rules of the service; he will also receive free passage to rejoin his unit if borne on the cadre of a unit, or to the U. K. in other cases. But, except in the case of a quartermaster appointed to the reserve or extra reserve battalion who will receive free passage to the U. K., any officer selected for an appointment under the imperial or a colonial govt. is not entitled to passage at the expense of the Indian govt., and in such cases the instructions received from the W. O. will determine whether the officer is to receive passage at the expense of the govt. employing him, or defray his own expenses. Officers proceeding to the U. K. on appointment as adjutants of reserve battalions, and all officers posted to extra reserve battalions, as also their successors on the Indian establishment, will receive passage at the expense of the imperial govt.

(f) An officer of the Indian service when joining a staff, departmental, or extra-regimental appointment in India, other than those named in clause (d), or an appointment at the War or I. O. reserved for Indian service officers. On vacation those borne on the cadre of a unit or department will be given free passage to rejoin, provided they have completed the prescribed tour of service therein or have been compelled to vacate by the rules of the service.

**NOTE.**—This rule does not apply in the case of officers of the Indian service who are on leave out of India, and have not qualified for permission to reside out of India under para. 163, A. R., I., Vol. I.

(g) An officer of the Indian service when proceeding to and from the Colonies in accordance with the authorized system of inter-change between India and the Overseas Dominions, (see Vol. II).

(h) British and Indian officers of Indian cavalry regiments when proceeding on inspection duty in connection with the young stock runs of their corps, and when returning therefrom, subject to a limit of six visits annually per unit.

(i) Officers transferred from one military hospital to another for continued treatment, or if doing duty at a station where no military hospital with accommodation for sick officers exists, when transferred to a military hospital.

The free passage admissible under this clause, will include free conveyance to the original station, when necessary, for the authorised servants, chargers, baggage or camp equipage left behind when the officers are transferred to the military





hospital while detailed or permitted to attend a course of instruction or examination (see para. 50).

- (j) Civilian mechanics and subordinates when travelling on duty, provided they are entitled to pay during transit.
- (k) Public followers and office menials when travelling on duty. Road passage will only be given under the provisions of para. 39.

**56.** An officer of the British service will be liable for the cost of the passages—

- (i) of himself, his family and servants, his personal staff (if any) and their families and servants;
- (ii) of the officer sent to fill a vacancy, and the personal staff (if any) of such officer, not exceeding the cost of passage as from the U. K. to the usual port in India; caused by—
  - (a) a transfer [other than under para. 434 (e), W. O. A. Regs.] outside Indian limits, unless carried out solely in the interests of the public service;
  - (b) his being appointed to the staff of a civil governor, to a civil appointment, or to an appointment under a foreign government or a trading company;
  - (c) his becoming a member of the House of Commons;
  - (d) his being appointed to the personal staff outside Indian limits, to an adjutancy of militia or volunteers, or of the Territorial force, to an extra-regimental appointment such as an appointment at an educational establishment (exclusive of general staff appointments) or a colonial appointment, or as a probationer for the Army Service corps, unless specific instructions to the contrary are issued;
  - (e) his being permitted to retire upon temporary retired pay under Article 510 of the Pay Warrant.
  - (f) his vacating a staff, departmental or extra-regimental appointment before its term is completed, unless on account of ill-health or some other cause beyond his control. In this case the liability under heading (ii) will be as therein stated, but the liability under (i) will not exceed the cost of passages to the U. K.

Officers  
liable for  
passage of  
successor.

The officer detailed to fill a vacancy will be provided with passage in the ordinary manner and the cost of the same will be reported for recovery or charged to imperial funds, as may be directed by the W. O. in the instructions issued in each case.

**28 On first appt., etc.—On temporary engagement.****On first appointment, etc.**

Passage on  
first  
permanent  
appointment.

**57.** The following are entitled to free passage on first permanent appointment or entertainment:—

*From the U. K.*

- (a) Officers of the British and Indian services; lady nurses; schoolmistresses; and civilian mechanics and their families.

*Within Indian limits.*

- (b) Officers of the Native Indian Land Forces; lady nurses engaged in India, from their place of residence to the station to which appointed.
- (c) Assistant surgeons and sub-assistant surgeons of the I. S. M. D., from the medical college to the station to which posted.
- (d) British soldiers selected to join an army dept. (including the M. A. Dept.) whether from their unit or an extra-regimental appointment, and their families.
- (e) Civilian subordinates posted to "beyond sea" stations. By sea only.
- (f) Muleteers of mountain batteries, and men of the A. H. corps from the station of entertainment to that of their unit. By rail, river, and sea.
- (g) Public followers entertained in India for continuous service in Burma, from place of entertainment to station at which required. By rail, river, and sea.
- (h) Enrolled regimental followers who cannot be obtained in the station. By rail from the place of entertainment to regimental hqrs., if sanctioned by the Bde. Comdr.

**On temporary engagement.**

Temporary  
public  
servants.

**58.** When the O. C. the station is satisfied that civilian subordinates or public followers, required for temporary employment only, cannot be obtained in the station, he may authorize free passage from the nearest place at which they can be engaged. On termination of their employment, these, and any men of the same classes engaged for temporary service with troops, animals, and stores, moving within Indian limits, may be given free passage back to their place of entertainment, or any other station not involving more expense. Free passage by sea will only be granted to men engaged to accompany troops, animals, and stores, moving by sea; in other cases free passage will only be given to civilian subordinates by rail and river, with an allowance of two annas per mile or four annas if drawing over Rs. 100 per mensem, by road, and to followers by rail and river. No expense on account of families, servants,





and baggage will be admitted, and warrants should be issued for all rail and river journeys.

Applicants from distant stations for employment in ordnance factories as artificers will pay their own passage by rail to such factories; the expense thus incurred will, however, be refunded should they render approved service for three months.

### Half pay list.

**59.** Individuals placed on half pay, or re-transferred from the half pay to the effective list, are only entitled to free passage in the following cases:—

Passages on being placed on, or re-transferred from, the half pay list.

#### To the U. K.

- (a) Officers of the British service placed on half pay on medical grounds, on attaining the prescribed age or service in a rank, or on completion of a full tour of staff service.
- (b) Officers of the Indian service transferred to the half pay list while serving in India (see also para. 62).

#### From the U. K.

- (c) Departmental officers with honorary rank and warrant officers, re-transferred from the half pay to the effective list.

### Exchanges.

**60.** All expense connected with exchanges, in excess of what would ordinarily have been incurred, must be borne by the officers concerned; except in the case of those authorized by the K. R. after six years' service abroad, when free passage is admissible at the public expense by road, river, rail, and sea in a govt. vessel, to or from the U. K.

Officers of the British service will be responsible for the whole cost of the passages for themselves their families and servants, caused by an exchange outside Indian limits, unless carried out solely in the interests of the public service.

### Retirement.

**61.** The following individuals are entitled to free passage, as noted below, on retirement after service entitling them to a retirement pension or gratuity:—

#### To the U. K.

- (a) Officers of the British service (other than those appointed to the auxiliary forces on temporary retired pay), and lady nurses.

NOTE.—An officer permitted by the C.-in-C. to proceed to the U. K. in anticipation of his retirement being notified in India, is restricted to sea passage by govt. vessel.

- (b) Officers of the Indian service compulsorily retired, otherwise than on account of age.

*To the U. K. or the colonies.*

- (c) Army schoolmistresses and their families (see para. 26). By road, river, rail and sea. When proceeding to the U. K., sea passage will be restricted to a govt. ship or hired transport.
- (d) Departmental officers with honorary rank and warrant officers immediately on retirement, or subsequently on transfer from the Indian to the English pension rate provided they did not receive passage under (f).

*Within Indian limits.*

- (e) Quartermasters, ridingmasters, district officers of R. A., and inspectors of ordnance machinery and army schools, electing to remain in India; and their families.—To their intended place of residence.
- (f) Departmental officers with honorary rank and warrant officers electing the Indian pension rate, and their families. To their intended place of residence.
- (g) Army schoolmistresses electing to remain in India. By road, river, rail, and sea in a govt. vessel only, to their intended place of residence.

NOTE.—If passage is accepted under clauses (e), (f) or (g), no further claim to passage in or out of India will be admitted.

- (h) Civilian subordinates, engaged in India, and their families. By sea only.

NOTE.—The free passage admissible under clauses (d), (e), (f) and (h), may also be granted to the classes therein mentioned when proceeding on leave in anticipation of retirement, on the conditions that no extra expense is caused and the individuals concerned will refund the cost if they subsequently rejoin, unless ordered to do so on public grounds.

Officers  
retired or  
transferred to  
half pay or  
unemployed  
list from  
colonial  
stations.

- 62.** Officers of the Indian service serving with their regiments at colonial stations, who retire or who are transferred to the half pay or unemployed list, under ordinary circumstances, and are desirous of returning to India, may be granted free passage for themselves and their families, to the station at which the dépôts of their regiments may be located, or to a nearer station if they so wish.

**.Resignation.**

Passages on  
resignation.

- 63.** Individuals who resign the service, or a staff, departmental or extra-regimental appointment before the expiration





of the prescribed tour, forfeit all claim to free passage except in the following cases :—

*To the U. K.*

- (a) Lady nurses resigning during their second or further term of service, who did not avail themselves of the authorized passage out of India on their last re-engagement.
- (b) Army schoolmistresses resigning or placed on the unemployed list.

**Dismissal or removal.**

**64.** The following individuals are alone entitled to free Passages for  
individuals  
dismissed or  
removed  
from the  
service. passage when dismissed or removed from the service :—

*To the U. K.*

- (a) An officer of the British service (which includes an officer awaiting admission to the I. A.) removed during the first three years of his service, under the R. W. If removed during the trooping season and the attendant circumstances are such as render despatch by a transport undesirable, the case will be dealt with under para. 65, but passage for his family will not be authorized.
- (b) An officer removed in consequence of failure to pass the examination for final admission to the I. A.
- (c) Lady nurses engaged in the U. K. By road, river, rail, and by sea in a private vessel only.
- (d) British soldiers' wives, other than those born in India, removed from the married roll for misconduct, and any children who may accompany them. By road, river, rail, and by sea in a private vessel only.

**NOTE.**—Such women will be sent to the port of embarkation in charge of the husband, or other soldier detailed by the O. C., who will receive free passage to and from the port.

*Within or beyond Indian limits.*

- (e) Indian soldiers and sub-assistant surgeons dismissed the service while serving outside the civil province or administration in which recruited. By sea if necessary, and by rail to the nearest railway station to the man's home. Families of these men, provided they are natives of India proper and were conveyed to such stations at the public expense, may be given free passage for any portion of the journey by sea.

For the purpose of this rule, Sind may be held to be a separate administration.

*Within Indian limits.*

- (f) Civilian subordinates, engaged in India, and dismissed or removed whilst serving at Aden. By sea only from Aden to Bombay.

**52 Dismissal or removal—Destitute persons—Discharged soldiers, etc.**

Concession  
passages.

(g) Assistant surgeons of the I. S. M. D., and their families. To their intended place of residence in India.

**65.** In other cases if the C.-in-C. is satisfied of the inability of an officer who has been dismissed or removed (or is permitted to resign to avoid removal) from the service, to pay for his own passage or that of his family, he may at his discretion provide passages for them (not passage money) by any line to the U. K. or to any British colony, and also passage to the port of embarkation. The class of passage provided should be in accordance with the merits of the case, and a report will be made to the G. of I.

**Destitute persons.**

Passage to  
U. K. for  
destitute  
persons.

**66.** Free passages by rail, road, river and govt. vessel, from their stations in India to their selected place of residence in the U. K., may be granted by a Divl. Comdr. to the following persons, when the O. C. the station in or near which they reside certifies that they are destitute, and that their removal is desirable on public grounds:—

- (a) Widows and children of departmental officers with honorary rank and warrant officers.
- (b) Pensioners and discharged British soldiers, and their families, provided their distressed circumstances are solely due to failing health or inability to obtain employment, and that they produce a certificate signed by some responsible person that they have borne a good character since discharge.

The above concessions, however, are not applicable to the families of individuals who married after retirement or discharge (see also para. 13A).

Passage in  
India for  
destitute  
persons.

**67.** Free passage to their intended places of residence in India may be granted to the widows and children of departmental officers with honorary rank and warrant officers when left in destitute circumstances. Applications for this concession will be submitted to and dealt with on their merits by the competent financial authority (see A. R., I., Vol. III).

**Discharged soldiers, etc.**

*British.*

Soldiers  
discharged  
by  
purchase.

**68.** Soldiers who purchase their discharge from the Army and desire to proceed to the U. K. (or *via* the U. K. to a Colony, etc.), may, provided accommodation is available, be granted "payment" passages in Govt. vessels or hired transports for themselves and their families, by the O. C. at the port of embarkation on payment of half the rates laid down in A. R., I., Vol. II, for men granted "payment" furlough.

Passage  
on final  
discharge.

**69. (i)** A British soldier, on final discharge from the Army on completing his full term of colour service, may elect to





receive free passage for himself and his family if on the married roll, either—

- (a) to his selected place of residence in the U. K., or
- (b) to the port which is nearest to his selected place of residence in any British Colony, and which is in steam communication with India, or
- (c) to his selected place of residence in India.

(ii) But when a soldier enlisted out of India elects and is permitted to remain in India, or if enlisted in India he elects to proceed to the U. K., or a Colony, he has no further claim to conveyance at the public expense.

(iii) A British soldier proceeding on furlough (or privilege leave in cases where admissible) pending discharge in India, may, in anticipation, be given the free passage admissible to him and his family on discharge, subject to the liability to refund the cost if he rejoins.

(iv) A British soldier discharged from the Army for misconduct, will receive free passage for himself, and his family if on the married roll, under (i) (a) and (c), above, but not to a British Colony under (i) (b).

(v) A British soldier invalidated from the service will receive free passage to the U. K. for himself, and his family if on the married roll.

#### *Indian.*

**70.** Free passages to Indian ranks (a) (b), public followers passage for (c) (d) (e), and office menials (f), on discharge, and families Indian ranks (g) (h), are only admissible to the following extent:—  
and followers

(a) Men of the Carnatic ordnance artificers or of the Governor's band, Madras, when pensioned, discharged as physically unfit for further service, or on completion of any specified period of service for which attested or re-engaged. By rail and road, to their place of enlistment, or to any other place not involving more expense.

(b) Sub-assistant surgeons, Indian soldiers, recruit boys:—

(i) When discharged on reduction of establishment, or pensioned, or discharged as physically unfit for further service unless their unfitness was caused by their own imprudence. By rail, river, and sea, to their homes. Those discharged as physically unfit may also be given two annas per fifteen miles to be travelled by road (see note (1)), provided that in the case of those receiving a pension or gratuity on discharge the road journey exceeds fifty miles (but see note (2)).

Note (1).—The distance for which the above allowance is required will be finally determined by the O. C.

**NOTE (2).**—In exceptional cases when he is satisfied that the person discharged cannot be required to march, the O. C. may substitute free passage by road for the above allowance and may dispense with the 50 miles limit. The mode and cost of such conveyance will also be determined by the O. C.; when suitable and available, a country bullock cart should be used, but govt. transport should be employed if possible.

(ii) Those serving with localised infantry battalions in Burma, if natives of "India proper," who were enrolled before the 1st January 1904, and those serving outside Indian limits, when discharged at their own request after completing the term of service for which attested. By rail, river and sea to their homes.

**NOTE.**—The free passage admissible under clause (b) may be granted to Indian soldiers when proceeding on leave in anticipation of retirement, subject to the liability to refund the cost if they subsequently rejoin.

(c) Driver and artificer establishments of the S. and T. corps, and men of the A. H. and A. B. corps, when discharged on reduction of establishment, or pensioned, or discharged as physically unfit for further service unless their unfitness was caused by their own imprudence. By rail, river, and sea, to their homes.

All enrolled regimental followers will be granted free passage by rail to their homes, irrespective of the distance and of the length of service, when discharged as medically unfit for further service, provided their unfitness is not caused by their own imprudence.

**NOTE.**—If specially engaged for service in Burma or at Aden, they will come under (e).

(d) Public followers when discharged after 18 years' service, provided the discharge was not due to physical unfitness caused by their own imprudence. By rail, river, and sea, to their homes.

(e) Public followers serving at a "beyond sea" station, if originally engaged in "India proper," on reduction of establishment, or when pensioned or discharged as physically unfit for further service unless their unfitness was caused by their own imprudence, or those discharged on completion of the specified period of service for which engaged. By rail, river and sea to their homes.

(f) Office menials serving at Aden or in Burma, if originally engaged in "India proper," on discharge, provided they are not discharged for any fault. By sea only, from Aden to Bombay, or Karachi, or from Rangoon to Calcutta or Madras, as the case may be.

(g) Families of sub-assistant surgeons and Indian soldiers serving in Burma or at Aden, provided they were borne on the authorized married establishment of the unit, are natives of "India proper," and were originally conveyed to Burma or Aden, as the case may be, at the





public expense, when accompanying their husbands moving under (b). By sea only, between Rangoon and Calcutta or Madras, or between Aden and Bombay or Karachi.

- (h) Families of public followers serving in Burma or at Aden, provided they were conveyed to such stations at the public expense, when accompanying followers moving under (c) and (e). By sea only, between Rangoon and Calcutta or Madras, or between Aden and Bombay or Karachi.

In these cases sea passage is restricted to a govt. vessel or hired transport, unless the O. C. the station authorises passage by private vessel on medical grounds when the circumstances render this unavoidable, or when passage by a govt. vessel or hired transport is not available within two months from the date of discharge.

### Invalids in mail steamers.

**71.** When in extreme cases a medical board declares that <sup>mail</sup> passage by immediate despatch to the U. K., or some other country, is <sup>steamer for</sup> essential for the preservation of life, and that conveyance by <sup>invalids.</sup> transport even if available is undesirable and provided that the cost of the passage to such country other than the U. K. shall in no case exceed the cost which would have been incurred by the state had the invalid proceeded to the U. K., the Divl. Comdr, may sanction passage by mail steamer and by rail, river, and road to the port of embarkation for those named below:—

- (a) Officers of the British and Indian services, and lady nurses, who may be entitled to passage at the public expense when proceeding on m. c. leave.
- (b) Departmental officers with honorary rank and warrant officers, and their families. If, however, despatch by transport will meet requirements entitled passages thereby may be sanctioned for these families in lieu of by mail steamer. On return, these families will be granted free passage by sea in a govt. ship or hired transport, and by rail, river, road and sea within Indian limits.
- (c) British soldiers (venereal cases excepted) and their families, and army schoolmistresses. In these cases a telegraphic report must be sent to the Q. M. G., India, by the Divl. Comdr. giving the rank, name, and corps of the invalid, the number of attendants, the line, name, and sailing date of the vessel, and the port and probable date of arrival in England.
- (d) If under (b) and (c) the wife or husband accompanies as an attendant, or when the wife is invalided, the children may also be given passages. In the latter case no extra expense will be accepted against the State on account of attendance should the mother be unable to look

after the children. For authorised attendants, see para. 105.

Passages for families of British service officers when seriously ill.

**72.** When a member of the family of an officer of the British service is seriously ill, and a medical board declares that immediate despatch to the U. K., or some other country, is essential for the preservation of life, and provided that the cost of the passage to such country other than the U. K. shall in no case exceed the cost which would have been incurred by the state had the invalid proceeded to the U. K., free passage may be granted by either private or govt. vessel for the sick person and any required attendants as well as for the whole family, if desired, provided that no member of the family, who has previously, during the officer's Indian tour, been granted free passage to the U. K., or some other country in lieu thereof, in any circumstances, shall again receive this concession. Similarly these families will have no claim to return passages if they have previously, during the officer's Indian tour, received free passages to India in any circumstances.

When a British service officer and his wife are sent to the U. K., or some other country, together (one sick and the other as attendant), the children, and a nurse if any, may also be granted passage.

### Families.

Passage for families on duty journeys.

**73.** When individuals are moved on permanent duty, their families will be granted free passage to accompany them (or in special cases to precede or follow them) on the following occasions. For passages not on duty see paras. 50, 57, 61-62, 64-72, 76-77, 80-83, 93 and 97.

#### *Families of officers of the British and Indian services.*

##### *By sea.*

(a) When general officers proceed to or from India (see para. 55 (d)), whether the families accompany them, or on account of illness precede or follow them.

(b) (i) When officers of the A. V. C. in military employ; quartermasters, ridingmasters, district officers, R. A., inspectors of ordnance machinery or army schools, change stations, or return to the U. K. on retirement or when they receive permission for their families to rejoin on their return from field service.

(ii) Over-age sons of quartermasters, ridingmasters, district officers of R. A., and inspectors of ordnance machinery and army schools, may be granted the free passage admissible under sub-clause (i), in advance of, or subsequent to, the departure of the family, provided no extra expense is thereby caused and that sea passage to the U. K. shall only be granted by transport.

(c) When promoted from the ranks whilst serving in India, on their first journey on duty subsequent to such promotion.

(d) (i) When moving on permanent duty within Indian limits, or to a station beyond Indian limits with troops which are retained on the Indian establishment.





(ii) When officers of the Indian army return independently to India from such a station on posting in the ordinary course of the service, or on transfer to the half pay or unemployed list, and when appointed to succeed in such vacancies (for rates of passage money see para. 55 (a) (ii)).

(iii) When British service officers move on duty between India and colonial stations, or between India and stations of the Mediterranean Command during the non-trooping season (see para. 12), and when Indian army officers move to or from a colony on exchange with officers of the colonial forces, as laid down in W. O. A. Regs., para. 426-A.

(iv) The following special conditions apply to passages under (i), (ii) and (iii):—

(1) When it is known that passage will be available by a govt. vessel or hired transport within two months of the date on which the officer embarks, passage thereby only will be granted. In the case of Canada passage by private steamer will be admitted when passage by govt. or hired transport is not available at the time of the officer's departure. When it is necessary to proceed from one port to another in the U. K., officers and their families will be allowed their rail fares for the direct journey between the two ports.

(2) When passage by a transport from an intermediate port is available, passage by a private steamer will only be granted to the nearest port at which the transport calls, except in the case of passages from the U. K.

(v) In all other cases passage may only be given in a govt. vessel or hired transport when the officers are proceeding thereby on permanent duty, provided there is no objection to their families accompanying them and suitable accommodation is available. Such families will be embarked as entitled passengers and allotted passage in order of juniority of officers.

(e) When a British service officer, or an officer of the Indian service entitled to free passage home under para. 55 (d), anticipates that he is likely to be leaving India during the period falling between two trooping seasons, on duty, retirement, deputation, etc., he may send his family in advance as entitled passengers in a govt. vessel or hired transport, or they may follow him in a similar vessel, provided that no member of the family shall receive this concession more than once during the officer's Indian tour under any circumstances. A British service officer ordered to India for a tour of duty, or an Indian service officer selected for any of the appointments on the Indian establishment mentioned in para. 55 (d) and (f) while residing out of India, may likewise send his family in advance or they may follow him later.

This only applies to the trooping seasons immediately preceding or following the officer's move. An officer, who sends

his family in advance, will do so at his own risk, and in the event of his orders to move being cancelled after his family has left India or the U. K., as the case may be, will not be allowed entitled return passage for them.

(f) When British service officers have been appointed for duty on board ship, their families will not thereby have any claim to entitled passages.

*By rail, river and road within Indian limits.*

(g) When the officers are entitled to, or have received, free passage to or from a seaport, or when the families are sent to or from the U. K. before or after the officer's move under clause (e).

(h) When the officers are moving on permanent duty.

*Families of departmental officers with honorary rank and warrant officers.*

*By sea.*

(i) When the officer proceeds out of India on permanent duty, retirement, or leave on m. c., at the public expense, and has been allotted passage in a government or hired transport. The concession in clause (e) of sending the families before or after the officer's departure applies to these cases, as also when the officer proceeding to the U. K. on long leave on m. c. is granted passage by private vessel.

(j) When the officer is serving at a "beyond sea" station, and retires on English rate of pension and moves to a port of embarkation in India to proceed by a transport to the U. K.

(k) When the officer travels on permanent duty within Indian limits, or to or from a "beyond sea" station.

*By rail, river and road within Indian limits.*

(l) When the officer moves on permanent duty, or to or from a seaport when proceeding out of, or returning to, India at the public expense, and also when the family is sent home before or after the officer under clause (i).

*Families of British soldiers on the married roll.*

*By rail, river, road and sea, within or beyond Indian limits.*

(m) When the soldier moves in relief or on permanent duty, or to or from another station within Indian limits to undergo a course of instruction lasting more than three months provided in the last case free accommodation for the family is known to be available.

Wives of British soldiers in private service in India, or proceeding to the U. K. in private service, will not be given passage at any time to rejoin their husbands. In the latter case the O. C. the home dépôt should be informed.





*Families of civilian mechanics and subordinates.**By rail, river, road and sea within Indian limits.*

(n) When the individual is moving on permanent duty, and is entitled to passage at the public expense.

*Families of Indian ranks, etc.*

(o) When Indian soldiers, sub-assistant surgeons and public followers move by rail, river, or sea, on relief or on permanent duty (other than recruiting duty) and their families are permitted to accompany them by the same means of conveyance, or to follow them if detained by illness at the time of the individual's movement.

(p) When a Gurkha soldier is permitted by his C. O. to bring his family from Nepal to the unit. By rail and river on one occasion only.

(q) When Gurkha soldiers serving in Assam move in relief in that province, their legitimate Nepalese wives and children will receive passage by river and road, or an allowance of two annas a mile per family for any portion of the journey that may be impassable by carts.

In other cases, passage for families is inadmissible when the head of the family is moving by road, except in the case of those of Indian officers and sub-assistant surgeons who are not travelling with troops.

In no circumstances will the families of private followers be conveyed at the public expense.

*Intended wives.*

**74.** The intended wives of British soldiers will be granted free passage by sea from England in a govt. or hired transport, and by rail, river and road from port of disembarkation to the soldier's station in India, subject to the condition that no intended wife shall be brought out without the recommendation of the applicant's C. O., who must satisfy himself that there is a *bona fide* intention to marry, and that the intended husband holds himself liable for the cost of the journey out and return in the event of the marriage not taking place.

Intended  
wives.

**75. Cancelled.**

**76.** When a family is detained in India owing to serious illness or under the provisions of para. 132, the husband should, if a British soldier, remain with them; or if an officer or warrant officer he may be allowed to remain if the circumstances admit of it, but if this involves his eventually proceeding by private steamer, only the families named in para. 73 (a), (b), can be given passage thereby. Families so detained, may be granted free passage by a later transport. Families detained in the U. K. under similar circumstances who, had they accompanied the husband, would have received free passage by transport or private vessel, and from the port of disembarkation to their station, may be granted the same when they subsequently proceed to India, or from the port of disembarkation

Families  
detained by  
sickness,  
etc.

Widows and children and families of non-effectives.

only if the husband proceeded at the public expense by private vessel, and the family was not entitled to passage thereby.

**77.** Free passage as stated below is authorized for widows and children, and the families of non-effectives, in the following circumstances :—

#### *British soldiers' families.*

*Widows and children, on the married roll, of men dying in the service; and the families, whether on the married roll or not, of deserters, insane, convicts, and men sentenced to more than twelve months' imprisonment.—To their intended place of residence in India (if domiciled in India), or to the U. K. or the place at which the marriage was contracted. Widows and their children may alone be given passage by private vessel in the non-trooping season, all others must proceed by a govt. vessel.*

*Widows and children sent to India by the imperial authorities.—From port of disembarkation to their intended place of residence in India.*

*Orphan children remaining in India in the care of relatives.—To place of residence, also for any necessary escort thereto and back.*

*Other children on death or re-marriage of mother.—To their selected home in the U. K., may be sanctioned by the Divl. Comdr., provided he is satisfied that proper arrangements have been made for their reception and care in the U. K., and that all further claim to passage at public expense is relinquished. A report must be submitted to the Q. M. G., India, of the names of the children, name and corps of surviving parent, the name, and sailing date of the vessel, and name and address of the person who is to receive the children, in sufficient time to admit of its reaching the S. of S. for India before the children arrive in the U. K. This report is not, however, required in cases where the children are accompanied by their fathers or other relatives who undertake the responsibility of handing them over personally to their intended guardians.*

#### *Families of civilian mechanics.*

*Widows and children of those engaged in the U. K. who die in the service.—To the U. K.*

#### *Other families.*

*Widows and children of all Indian ranks, civilian subordinates, and public followers, who may die while serving at a station "beyond sea," provided the widow accompanied the deceased from India to such station at the public expense.—By sea and rail only to their intended place of residence in India.*

**78.** Cancelled.

**79.** Free passage to and from Calcutta, Madras, Bombay, or Poona is authorized for the wives or widows of warrant officers and soldiers selected for training as sick nurses and midwives in the civil hospitals at those stations. Also for all

Sick nurses  
and  
midwives.





women, and their children, from or to place of residence, when appointed matron or assistant matron of a station family hospital, or relinquishing such appointments for satisfactory reasons, and when transferred from one station hospital to another.

**80.** When British units leave India on field or other service without their families, the disposal of the latter will be decided by the G. of I. When sub-assistant surgeons, Indian soldiers, and public followers proceed on field or foreign service, or to any station where no accommodation exists for families, such families as belong to the authorized married establishment and are residing in the regimental or departmental lines, may continue to reside therein so long as the dépôt of the unit remains there or their quarters are not required for other purposes. If required to vacate them they may elect to either accompany the dépôt if it is moving to another station where accommodation for families exists or to proceed to their homes at the public expense, or to remain at their original stations. If the husbands on return from the service on which they have been detached are posted to other stations, such families as elected to remain at their original stations may be given free passages to rejoin them. The families of those dying whilst on detached service may at once be sent to their homes at the public expense. Free passage is restricted to conveyance by sea, river, canal, and rail, and return passage from their homes is inadmissible, except in the case of those whose husbands proceed to stations outside Indian limits.

#### Transfers whilst on leave.

**81.** An individual who, whilst absent on privilege leave uncombined with other leave, is transferred in the interests of the public service to another appointment or station, can draw any travelling allowance that would have been admissible had he remained at duty. When other leave is taken travelling allowances are only admissible in the case of an individual, who while on leave retains a lien on his former appointment and is transferred to a new appointment in the interests of the public service. In the latter case, he will, if not entitled to passage to his own station when returning from such leave, be granted:—

- (a) If on leave within Indian limits, the travelling allowances for any portion of the journey by rail or road, together with a refund of expenses incurred on any portion of the journey by river, up to the limit of cost which would have been admissible had he been at his original station.
- (b) If on leave out of India, travelling allowances under scales B and C, para. 29, from either Bombay or Rangoon, or any nearer port at which he may actually disembark, to his new station; also for his family (if they would have been entitled to accompany him from his original station) from the port of disembarkation if the family accompanies him, or from the original station if they.

## 42 Transfers whilst on leave—Leave or furlough.

remained at that station, to the new station; and the actual cost of removing authorized servants, chargers, baggage, or camp equipage left at his original station; subject to the aggregate cost not exceeding the amount that would have been incurred had he not been on leave.

**Note (1).**—In no case shall an individual, who is transferred to an appointment at another station while on leave, be allowed, on return, to rejoin his original appointment, unless such a course is ordered by competent authority in the interests of the public service.

**Note (2).**—A royal engineer officer of the M. W. S. who may have proceeded to the U. K. to undergo a course of instruction in professional subjects and whilst there is transferred in the interest of the public service to another appointment or station, will be granted travelling allowance to the same extent as would have been admissible had he remained at the station from which transferred.

An individual detailed for duty while on leave can only claim an equivalent extension of leave, and any travelling allowances admissible for the particular duty.

### Leave or furlough on private affairs.

Leave or  
furlough on  
private  
affairs.

**82.** Free passages are only admissible in the following instances to individuals granted leave or furlough on private affairs, and their families:—

#### *To and from the U. K.*

(a) Lady nurses on re-engagement. By road, river, rail, and sea, on both the homeward and return journeys.

**Note.**—A lady nurse on re-engagement, proceeding on leave to a British colony or possession, may, if she has a colonial domicile, be granted passage to and from the colony or possession concerned, a return ticket being taken whenever possible. When practicable, passage should be allotted by govt. transport to the nearest point to the lady's home, a return ticket being taken for the remainder of the sea voyage.

(b) British soldiers granted ordinary furlough under the rules in A. R., I., Vol. II. By road, river, rail, and sea in a govt. ship or hired transport (between Burma and India by private vessel if necessary) on both the homeward and return journeys. Those proceeding on payment furlough from Burma and returning thereto will be granted free passage by private ship between Burma and India when passage by hired transport or govt. ship is not available.

British soldiers who are granted furlough to their homes in the colonies, may be allowed free passage by road, river and rail within Indian limits, and by sea, on both the homeward and return journeys.

Before embarkation for England they will deposit £2 with the O. C. troops to cover their travelling expenses on arrival.

(c) Families when the Divl. Comdr. sanctions their accompanying British soldiers granted furlough





under (b), by road, river and rail, and by sea in a govt. ship or hired transport only, on both the homeward and return journeys. Families of British soldiers in regimental employ will have prior claim to sea passage.

The families of British soldiers who marry whilst on furlough, and of British soldiers in regimental employ who marry on payment furlough, and are placed on the married roll, will also receive passage from the U. K. under this rule.

#### *Within Indian limits.*

(d) Sub-assistant surgeons in military employ granted leave on reduced pay for a period of not less than six months; Indian soldiers, quartermaster dafadars and kot dafadars of transport units, granted furlough, or leave which is subsequently converted into furlough, limited to the numbers authorised in A. R., I., Vol. II. By rail only, by the main route to and from their homes: but where the main route is either wholly or partly by sea or river, and rail communication also exists, free passage by rail, by the most direct route, will be granted: also by sea if natives of "India proper", and serving with localised units in Burma or at Aden.

Indian soldiers and quartermaster dafadars and kot dafadars of transport units whose units are stationed 800 miles or more, by the main route, from their recruiting centres, proceeding on leave, may, at the discretion of the C. O., be granted free passage by rail to and from their homes, subject to a limit of 20 per cent. per annum of the men of aggregate established strength of the classes affected.

**Note**—The provisions of this clause are not applicable to Indian U. L. ranks employed on Government grass farms and in Army Clothing Factories.

(e) Indian soldiers of the Aden troop, limited to five annually, granted short leave to India. By govt. or hired transport only between Aden and Bombay or Karachi, when proceeding and returning.

(f) Cancelled.

(g) Families, the result of Indian and not local marriages, accompanying sub-assistant surgeons granted leave from Aden on reduced pay for a period of not less than six months. By sea between Aden and Bombay. Also similar families accompanying soldiers of the Aden troop, No. 23 (Fortress) Company S. & M. and Indian coast artillery permanently stationed at Aden or Rangoon who are granted furlough to "India

proper" (limited to 15 per cent. of the authorized married establishment annually). By sea when proceeding and returning.

- (h) Transport personnel serving in Burma, if originally engaged in "India proper" when granted accumulated leave to India after three years' service on the active list, provided that in the case of drivers the men enlist to serve for another term of three years after the expiry of the leave. By sea, river, and rail to and from their homes in India.

Public followers granted furlough under para. 264-B, A. R., I., Vol. II. By rail to and from their homes.

- (i) Civilian subordinates serving at Aden or in Burma may only be granted not-entitled passage when proceeding on or returning from p. a. leave to India.

### Movements on medical grounds.

#### Movements on medical grounds.

**83.** The following persons are alone entitled to free passage, to the extent stated, when granted leave on m. c., or moved on medical grounds, but see also para. 71:—

#### *Proceeding to the U. K.*

##### *On m. c. leave.*

- (a) British service officers, Indian service officers invalidated within two years of the active service which gave rise to the disability on account of wounds received in action or illness contracted on service in the field, lady nurses, departmental officers with honorary rank and warrant officers, schoolmistresses, and all British soldiers of the U. L. or the R. E. Indian establishment. By road, river, and rail within Indian limits, and by sea on both the homeward and outward journeys (see also Note clause (b)).

When a British service officer proceeding on long leave to the U. K. on m. c. is granted passage by private vessel, his family may be allowed to follow him as entitled passengers in a govt. or hired transport, provided that no member of the family, who has previously, during the officer's Indian tour, been granted free passage to the U. K. in any circumstances, shall again receive this concession. Similarly, these families will have no claim to return passages if they have previously, during the officer's Indian tour, received free passages to India in any circumstances.





**NOTE (1).**—An Indian service officer sent to the U. K. from an imperial station on m. c. leave will be allowed free passage on both the homeward and outward journeys.

**NOTE (2).**—British service regimental officers and officers attached to British regiments pending appointment to the I. A., who, while on m. c. leave in the U. K., are ordered by the War or I. O. to appear before a medical board, will be allowed their travelling expenses.

**NOTE (3).**—Officers of the Indian Army admitted to military hospitals (see A. R., I., Vol. II) in the U.K., King Edward VII's hospital for officers, or the Convalescent Home, Osborne, will be allowed their actual travelling expenses from the place of residence in the U. K. to the first hospital visited, from one hospital to another, and back to residence. A second visit to a hospital, or the Convalescent Home, Osborne, will also be similarly treated.

(b) Indian service subalterns. By road, river, rail, and sea on the homeward journey, but by rail, river, and road only from the port of disembarkation in India to their stations on the outward journey.

The free passage admissible under clauses (a) and (b) to officers of the British and Indian services, will include free conveyance to the original station, when necessary, for the authorised servants, chargers, baggage or camp equipage left behind when they proceed to the U. K. from the station to which they are detailed or permitted to attend a course of instruction or examination (see para. 50).

**NOTE.**—Indian service subalterns, departmental officers and warrant officers of the Indian U. L., in military employ when leaving India on leave on m. c. combined with privilege leave, will be granted free passage to the same extent as if proceeding on leave on m. c. alone.

*Invalide by a medical board.*

- (c) Lady nurses. By road, river, rail, and sea on the homeward journey.
- (d) Families of officers entitled to passage as general officers (para. 73). By road, river, rail, and sea, on the homeward journey. In this case the certificate of a medical officer will be sufficient authority. Return passage to India or any subsequent passage home is inadmissible.
- (e) Families of veterinary officers in military employ, quartermasters, ridingmasters, district officers of R. A., and inspectors of ordnance machinery or army schools. By road, river, rail, and sea on the homeward journey. Return passage, on recovery, requires the sanction of the S. of S. for India, and sea passage will only be granted by a govt. or hired transport.
- (f) Army schoolmistresses. By road, river, rail, and sea on the homeward journey.
- (g) Families of British soldiers. By road, river, rail, and sea by a govt. or hired transport except in the circumstances mentioned in para. 71, on both the

## Movements on medical grounds.

homeward and outward journeys. Also the children when the mother is invalided, and to the mother and the remainder of the family, when any member of the family is invalided; but no extra expense will be accepted against the state on account of attendance should the mother be unable to look after the children. A report of the invaliding of each family must be made to the Q. M. G., India, through the Divl. Comdr.; also in the case of families of men in regimental employ to the officer in charge of records concerned.

### *Accompanying husbands proceeding on m. c. leave.*

(h) Families of British soldiers on the U. L. or R. E. Indian establishment. By road, river, rail, and sea on both homeward and outward journeys. The return passage to India by sea will be provided in a govt. or hired transport only.

NOTE.—The persons named in clauses (a) to (h) may be granted in lieu passage to a country other than the U. K., also return passage to India in cases where such passage would have been admissible from the U. K., provided no extra expense is thereby caused to the state, this being determined with reference to the fact whether passage would have been provided by private vessel or transport under para. 12 and the preceding clauses. If an invalid entitled to passage by a govt. or hired transport, proceeds to a place at which transports do not call, he or she will only be granted free passage by transport to or from the port of call nearest to that place.

### *Within Indian limits, and to and from "beyond sea" stations.*

(i)—I. Officers serving within Indian limits when proceeding to another station under the orders of competent authority, to consult a specialist in consequence of a disease or injury contracted on, or as the result of the performance of, military duty. By road, river, rail and sea, from and to their stations.

(i)—II. All British and Indian service officers, departmental officers with honorary rank and warrant officers—

(1) serving at "beyond sea" stations when proceeding to or returning from India on m. c. leave. By sea only to and from the nearest port to their own division or independent brigade.

NOTE.—If recommended by the medical authorities passage may be given in lieu to and from any place east of the Cape of Good Hope, provided no extra expense is involved.

(2) invalidated from field service for any cause. By road, river, rail, and sea, on warrant, to the station in India to which sent; and when returning therefrom on recovery, or rejoining their units or appointments.

- (3) when proceeding to another station to appear before a medical board for a prescribed medical examination (except one required for commutation of pension or for the grant or continuance of a wound or injury pension); or for the grant of m. c. leave to the U. K. provided they are granted such leave and are then entitled to passage under clause (a) or (b). By road, river, and rail, when proceeding from and returning to their own stations.
- (4) returning from m. c. leave out of India when their unit has been moved to, or they are ordered to join an appointment at, a "beyond sea" station. By sea only from a port in India.
- (j) Lady nurses travelling to and from another station on m. c., or to appear before a medical board under the orders of the competent authority. By road, river, rail and sea.
- (k) Married warrant and N. C. O.'s and men on the U. L., or of the I.S.M.D., or in extra-regimental employ, who are not in receipt of consolidated pay, or pay and staff pay combined, exceeding Rs. 150 a month, and their families; and all British regimental warrant and N. C. O.'s and men, their families, and army schoolmistresses. By sea, rail, river and road, on both the forward and return journeys.
- (1) When proceeding, on the recommendation of the appointed medical officer (see paragraph 67, A. R., I., Vol. VI), to another station in India;
  - (2) when required to escort a sick member of the family from one station to another in India;
  - (3) when proceeding to another station in India to consult a specialist under the orders of competent authority. This applies to all ranks irrespective of pay.
- The limit of pay imposed in certain cases above may be waived by a Divl. Comdr. when he is satisfied that its application would entail serious hardship.
- (l) A British soldier accompanying his wife, invalided under (g), to the port of embarkation and when returning therefrom. On the authority of a station order. By road, river, rail, and sea.
- (m) Civilian subordinates engaged in India, when serving in Burma or at Aden, and proceeding to or returning from India on m. c. leave, and for

## Movements on medical grounds.

their families when these are authorized. By rail and river in Burma to and from Rangoon, and by sea from Rangoon to Calcutta or Madras, or from Aden to Bombay or Karachi, respectively, and on the return journey, for themselves. Their families will only be granted passage by rail and river in Burma to Rangoon, and by sea from Rangoon or Aden in a govt. or hired transport. Return passages are inadmissible, but non-entitled sea passages may be granted by a govt. or hired transport.

(n) Indian soldiers, sub-assistant surgeons, and recruit boys, proceeding to or returning from their homes on m. c. leave. By rail, river, and by sea in govt. or hired transports only unless, on the recommendation of a medical officer, passage by private vessel is authorized by a station order. In the case of men serving at Aden or in Burma, however, free passage by private vessel may be authorized for the return journey by sea when no govt. or hired transport is sailing within fourteen days of the date on which the individual should ordinarily embark to return to duty. Free conveyance by road will only be given under the conditions prescribed in para. 39 (a).

(o) Indian soldiers, sub-assistant surgeons, and public followers declared unfit for further service, and necessarily sent to another station to appear before an invaliding board, if unable to march thereto and, on the recommendation of a medical officer, the O. C. the station authorizes their conveyance at the public expense. By rail and river, also by road, if necessary, under the conditions laid down in para. 39, when proceeding and returning.

Indian soldiers, sub-assistant surgeons and public followers when proceeding to another station to consult a specialist under the orders of competent authority, and when returning therefrom. By rail, river, road and sea, for themselves and any attendants considered necessary.

(p) Attested public followers when proceeding on or returning from leave on m. c. By rail only to and from their homes (except those whose homes are accessible only by sea to whom free sea passage will be given).

(q) Public followers entertained in India, when serving at a "beyond sea" station, when proceeding to and returning from India on m. c. leave. By rail, river, and by sea in a govt. or hired transport only unless, on the recommendation of a medical officer, passage by private vessel is





authorized by a station order, to and from their homes.

- (r) Private followers serving at stations outside Indian limits, who were taken to those stations in the first instance at the public expense, when proceeding to and returning from India on m. c. leave granted on the recommendation of a medical board. By sea only to and from their homes.
- (s) Families of the authorized married establishment and natives of India proper, accompanying Indian soldiers of the local Burma battalions proceeding to and returning from India on m. c. leave. By sea only between Rangoon and Calcutta or Madras.
- (t) Families of the authorized married establishment, the result of Indian and not local marriages, accompanying men of the Aden troop and Indian coast artillery permanently stationed at Aden, or Rangoon, when proceeding to or returning from India on m. c. leave. By sea only between Aden and Bombay or Karachi, or between Rangoon and Calcutta or Madras, as the case may be.
- (u) Families of Indian soldiers of the authorized married establishment temporarily serving at stations outside the civil province or administration in which the soldiers were recruited, who were originally conveyed to such stations at the public expense, when accompanying the soldier proceeding to his home on m. c. leave. By rail to their homes only, on the condition that no further passage will be granted to them until the unit has returned to the civil province or administration in which the soldiers concerned were recruited and they have rejoined it at their own expense.
- (v) Families accompanying public followers, entertained in India for continuous service in Burma, when proceeding to India on m. c. leave. By rail, river, and sea, to their homes in India. Return passages are inadmissible, but not entitled passages by govt. or hired transports may be granted.
- (w) Civilian subordinates and public followers, whether permanent or temporary, when invalidated or granted leave on m. c., in consequence of sickness or injuries contracted on or distinctly attributable to field service, and conveyance at the public expense is considered necessary by the officer under whom they are serving. By sea, river, rail, and by road, if necessary, under the conditions prescribed in para. 39 (a), to their homes or other stations in India, and return conveyance if they subsequently have to rejoin for duty.

*Pasteur Institutes, Kasauli and Coonoor.*

- (x) Individuals proceeding to the above institutes and returning therefrom are entitled to free passage as follows :—
- (1) Military medical pupils, and civilian subordinates whose pay does not exceed Rs. 100 per mensem. By rail, river, road, and sea to and from Kasauli or Coonoor.
  - (2) All public followers serving in India, Aden, or Burma. By rail, river, and sea, and by road if specially authorized under the conditions prescribed in para. 39 (a), to and from Kasauli or Coonoor.
  - (3) All medical, veterinary, and ecclesiastical officers, and all subordinates of the I. S. M. D., who are recommended by the medical authorities to proceed to a Pasteur Institute for treatment in consequence of their becoming infected with the poison of hydrophobia whilst in the execution of their several offices. By rail, river, road, and sea to and from Kasauli or Coonoor. In all other circumstances, officers of the British and Indian services and departmental officers with honorary rank, who may be serving at "beyond sea" stations, by sea only, to and from the nearest port to their own division or independent brigade; departmental warrant officers, lady nurses, army schoolmistresses, British soldiers, and the families of these classes, as if proceeding to another station on medical grounds under clauses (i), (j), and (k); and civilian subordinates whose pay exceeds Rs. 100 per mensem, Indian soldiers and their families, sub-assistant surgeons and recruit boys, as if proceeding on m. c. leave under clauses (m) and (n).
  - (4) Indian families may accompany the men when they are also granted m. c. leave to their home after treatment, but will only receive passage to the extent stated in clauses (m), (s), (t), and (v).

**British  
soldier  
accompany-  
ing invalided  
family.**

**84.** When a medical board recommends that a British soldier should accompany his invalided family to the U. K. he will be granted furlough or transferred to the home establishment (see A. R., I., Vol. II), and given free passage with his family. When transferred to the home establishment a copy of the proceedings of the medical board must be sent, through the Divl. Comdr., to the officer in charge of records concerned





**Extensions, etc., of leave.**

**85.** Officers of the British service, departmental officers with honorary rank and warrant officers, on leave on p. a. in the U. K. who, on the recommendation of a medical board, are granted extensions of leave exceeding two months on account of sickness contracted in India, shall be provided with free return passage to their stations in India. Those on leave on m. c. in the U. K. who obtain extensions of leave on p. a. shall thereby forfeit all claim to return conveyance, except in very urgent and exceptional cases where the extension has been sanctioned for reasons beyond the control of the individual and does not exceed fourteen days. Individuals who, after being placed under orders to embark for India, obtain leave from the Indian authorities which delays their embarkation, will be required to join in India at their own expense.

**Recall from leave.**

**86.** All officers and warrant officers of the British and Indian services and lady nurses on leave (other than privilege leave) in the U. K., who may, at the request of the C.-in-C., be ordered to return to India on public grounds before the expiration of their leave, will be given free passage to their stations. Similarly, the individuals mentioned above and sub-assistant surgeons on leave in India, other than recreation or district leave, recalled for active service, or by the Bde. Comdr. to rejoin their corps or appointment forthwith for duty, will be given free passage, provided the emergency necessitating their return could not have been foreseen when they proceeded on leave. When the leave is only curtailed by a short period the S. of S. for India, or the Bde. Comdr., as the case may be, will on each occasion decide whether free passage shall be granted. Those similarly recalled by the C.-in-C. from leave to the Colonies may, under the orders of H. E., be refunded their actual expenses on return, but not exceeding the cost of their recall from the U. K.

<sup>1</sup> Civilian subordinates recalled to duty on public grounds from leave, are entitled to free passage from the place of recall to the station to which recalled.

Indian soldiers recalled from furlough, or leave exceeding 15 days, for field service, may be re-imbursed their actual travelling expenses on their homeward and return journeys. In the case of Indian cavalry regiments, if the circumstances render it necessary, free rail passage may also be given for the return journey of any authorized animals and syces taken by all ranks on furlough or leave at their own expense (see also Mobilization and Concentration Regulations, India).

Public followers on short leave exceeding 15 days when recalled for field service will be given free passage by rail only for the return journey.

**British recruits.**

**87.** A recruit for the British army is entitled to free conveyance from the place of his enlistment to the station of the unit he is posted to.

**Indian gentlemen.**

**88.** An Indian gentleman, who is an accepted direct commission candidate, ordered to join a unit with a view to nomination for a direct commission, will be granted free conveyance by rail, river, canal and sea, and a travelling allowance of two annas a mile by road, from his home to the station of his unit.

**Indian recruits, etc.**

**89.** All Indian recruits, and followers entertained for the A. B. corps and for the active and reserve lists of the S. and T. corps, are entitled to free conveyance by rail, river, canal, and sea, from the place of their joining a recruiting party to the recruiting or medical examination station, and onwards, if necessary, to their unit. Those brought direct to hqrs. by men of the unit, and those who present themselves thereat, by request of the O. C. or who produce a certificate signed by a civil officer of the district that they reported their intention of proceeding to hqrs. for enrolment, will, if finally approved, be refunded their actual travelling expenses. No expense will be admitted on account of road journeys. Men selected for appointment as authorized schoolmasters of Indian corps, or as transport veterinary assistants in the S. and T. corps, are similarly entitled to free conveyance to join their unit.

**Rejected persons.**

**90.** Any person mentioned above brought by a recruiting party, who may be finally rejected by a R. O. or the O. C., will be granted return passage by rail, river, canal, and sea, to the place at which he joined the recruiting party, or to his home if he actually proceeded therefrom to the former place, or to any other place not involving extra expense.

For road journeys an allowance of two annas per fifteen miles, or a daily allowance of two annas in the case of Gurkhas returning to their homes in Nepal, will be given.

**Recruiting parties.**

**91.** Recruiting parties are allowed free conveyance by rail, river, canal, and sea, from and to the station of their unit. When moving by road, batta will be drawn to provide for the conveyance of their baggage, except in the case of journeys in Assam and Cutch where free carriage is given in lieu. Parties sent from British mounted units, non-silladar cavalry regiments, cavalry school, Saugor, or remount depots, to engage syces, are allowed free conveyance by rail to the recruiting ground, and for themselves and the syces engaged when returning therefrom. In the case of non-silladar cavalry regiments the services of N. C. O's and men on leave or furlough should, as far as possible, be utilized. Parties sent to out-stations to engage artificers for ordnance factories are also allowed free conveyance by rail to and from the recruiting station, warrants being issued for both journeys.





**92.** Recruiting parties, except when proceeding from their units, will ordinarily pay their own and their recruits' railway fares, railway warrants being only used at the discretion of recruiting officers, the amount so expended being recovered by the unit on the certificate of the recruiting officer. Indian officers on recruiting duty when travelling otherwise than on warrant will use I. A. F. T-1709 (Form E) for their journeys over contract railways. These will be issued by the C. O. duly signed and filled in except as regards the route which will be filled in by the Indian officer himself. Such signed forms will be accounted for by the issuing officer, by a verification with the "no warrant" certificates granted by recruiting officers. A receipt for each form E used will be given to the Indian officer by the railway authorities.

### Army Reserve.

#### *British.*

**93.** A British soldier transferred to the reserve is only entitled to free passage for himself, and family if on the married roll, to his selected place of residence in the U. K. If permitted to remain in India he is not entitled to passage to his selected place of residence, but on transfer to the reserve at home, or on final discharge from the reserve, he may then receive passage, under para. 69, for himself and, if borne on the married roll on leaving the colours, his family, if he elects to leave India. Those transferred to the reserve while serving in the U. K. or a colony, and permitted to reside in India, are not, however, entitled to free passage on final discharge.

**NOTE.**—A man discharged from the reserve while employed in the police (see Vol. II), retains his right to passage to the U. K. or a British colony for himself and his family (if borne on the married roll), during the period which would be covered under ordinary circumstances by his reserve service.

#### *Indian.*

**94.** An officer of the I. A. Reserve is allowed free passage from and to his home in India or elsewhere, when called up for, or returning from, training or service.

**95.** On the occasions specified below, an Indian soldier residing in India or Ceylon, or in the case of Gurkhas, Hazaras and trans-frontier Pathans, to and from their place of residence in trans-frontier territory, if not residing in India or Ceylon:—

- (a) On joining the reserve. By rail, river, and sea.
- (b) When called up for training (see A. R., I., Vol. II) or service, or returning therefrom, when required, on account of absence through sickness or other reasonable cause, to proceed to the reserve centre nearest his home for medical examination, or when retransferred to the active list at his own request provided his battalion is then under orders for service. By rail, river,

and sea, and for road journeys two annas for every fifteen miles or fraction thereof.

(c) When invalidated during training. By rail only.

An Indian soldier reservist living beyond the north-west frontier, when called to receive his pay during the non-training year, may be granted travelling allowance for road journeys at two annas per fifteen miles or fraction thereof, from his home to the nearest post office, or the reserve centre, and back, whichever arrangement is more economical.

A man who has been granted his discharge after having served for three years, being under 32 years of age and certified as suitable for the reserve on his discharge certificate, and who is authorized to present himself before the civil or military medical officer nearest his home for examination as to his physical fitness for service in the reserve, will be allowed free passage by rail and river and two annas for every fifteen miles or fraction thereof travelled by road from his home to the station at which he is examined, and back.

S. and T.  
corps re-  
servists.

**96.** A reservist of the S. and T. corps is allowed free passage to the following extent, the provisions of the preamble to para. 95 being also applicable to reservists of the S. and T. and A. B. corps:—

- (a) On transfer to the reserve. By rail, river and sea.
- (b) When called up for, or returning from, training, muster or service. By rail, and two annas per every fifteen miles or fraction thereof travelled by road.

### Insanes.

Passages for  
insanes and  
attendants.

**97.** Free passage is authorized for any officer of the British and Indian services, departmental officer with honorary rank and warrant officer, British soldier, and member of a British soldier's family, declared insane, when proceeding to the U. K. or to and from an asylum in India; also for any special attendants or escort, in addition to the attendant allowed by para. 105, accompanying them to a port of embarkation or asylum on the recommendation of a medical board.

Arrange-  
ments for  
transfer to  
U. K.

**98.** Insane officers will only be sent to the U. K. by private steamer when their detention for a govt. vessel is declared undesirable by the medical authorities. Other ranks and members of British soldiers' families, also suspected or recovered insanes, should ordinarily only be sent in transports having special accommodation for insanes, being allotted thereto by the G. O. C. <sup>Bombay</sup> ~~Karachi~~ Bde. on the application of the Divl. Comdr. concerned; those detailed for direct embarkation will be despatched in communication with the O. C. at the port, so as to reach it three clear days before the sailing of the vessel to which they have been allotted.

Insane widows, wives and children of British soldiers should not be despatched without the sanction of the G. of I. unless they have relatives or friends in the U. K. who are willing to take charge of them on arrival. An insane should be accompanied by the husband or father, or a special nurse.





Whenever it is proposed to send insanies by private vessels, due notice of such intention, with particulars of the form of insanity, must be given to the company concerned, and an attendant must accompany them. No insane should be conspicuously posted as such. The rules for the care of insanies on the homeward voyage and for their disposal on arrival in the U. K. are detailed in the K. R.

**99.** Recovered insanies will be despatched to the port of <sup>Recovered</sup> embarkation with ordinary invalids as "invalids under surveillance" and not as "insanes," under such supervision as the A. D. M. S. or D. D. M. S. may consider necessary. To provide for cases of relapse, they should only be sent to the U. K. in transports having accommodation for insanies, and during the voyage should be treated as ordinary invalids, except that they must not be detailed for important duties or as sentries with arms. They should be informally inspected by a medical officer daily.

### Convicts and prisoners.

**100.** Military convicts and prisoners should be sent to the Military U. K. in govt. vessels. British soldiers, not enlisted in India, discharged from the army on conviction by the civil power will, on completion of their sentence, be despatched by the civil authorities to the U. K. in a private vessel, the cost being debited to the military estimates.

### Orphanages.

**101.** Free passage is allowed:—

(1) To the children of warrant and N. C. O's and men on the U. L., of the I. S. M. D., or in extra-regimental employ, who are not in receipt of consolidated pay or pay and staff pay combined, exceeding Rs. 150 a month; all British regimental warrant and N. C. O's and men; bandsmen of the Governor's band, Madras; Carnatic ordnance artificers; and Europeans and Eurasians enrolled in Indian corps before the 15th September 1902; on first admission to a recognised\* orphanage, or on transfer from an institution in the plains to one in the hills when placed in the former pending accommoda-

\**Recognised orphanages.*—Includes Lawrence Military Asylums at Sanawar, Murree, Mount Abu and Ootacamund, and all recognised boarding schools for Europeans certified as such by the education department of the province concerned.

ages to and from  
convicts and men  
discharged on conviction by the civil power.

tion becoming available in the latter.

(2) To the fatherless children of departmental officers with honorary rank, warrant officers, and any British soldier; pensioners; Carnatic ordnance artificers; and bandsmen of the Governor's band, Madras; if admitted into any of the above orphanages.

(3) To the parent or other authorized person conducting such children to the above institutions for the first time and when returning therefrom; also when proceeding to withdraw children to accompany their fathers, on departure from India, on transfer between the area falling under Northern Army and the area comprised by Quetta, Mhow, and Poona divns.

**Orphanages—Civilian witnesses.**

and Aden Brigade, and the Secunderabad-Burma divns., or on discharge; and when returning from the institution; for themselves and the children. In all other cases the parent or guardian must defray his own expenses.

(4) From the institution to their intended place of residence for govt. wards over 16 years of age whose friends are willing to take charge of them, and from and to the institution for the institution official whom, in the case of female wards or crippled or sickly male wards, it may be found necessary to send in charge of them.

(5) To the children of departmental and regimental British ranks mentioned in clause (1), proceeding to and from the Mussoorie Summer Home for soldiers' children, also for their guardians when the children cannot be sent with convalescents.

A soldier's child should ordinarily be sent to an orphanage nearest to the station at which the father is serving, but may be sent to any other orphanage if the soldier undertakes to defray the extra travelling expenses thereby incurred on account of himself and the children on each journey made.

These movements should ordinarily be carried out during the cold season, the necessary warrants being obtained from the nearest S. S. O. The free railway allowance of baggage should only be given.

**Civilian witnesses.**

**Travelling  
and board-  
ing expenses.**

**102. Civilian witnesses**, other than those in govt. service who receive travelling allowance under the C. S. Regs. or these regulations according as they are serving in a civil or military dept., who may be summoned to attend a military court, will receive travelling and boarding expenses at the undermentioned rates according to their classification, which will be decided by the magistrate through whom they are summoned and communicated by him to the summoning officer :—

Class.	Travelling, per mile.	Boarding expenses for each day travelling by rail and road, and detained in station at which court is held.		Carriage hire for each day required to attend the court.
		Europeans and Eurasians.	Indian.	
1st	8 annas by road; double first class fare by rail; a first class passage for the witness and third class passage for one servant by sea or river	R	R	R
2nd	Actual travelling expenses as a 2nd class passenger for the witness only	5	Such daily rate as the magistrate, through whom they are summoned, may fix.	2
3rd	Actual travelling expenses as a 3rd class passenger for the witness only	2		1
		1		Nil.





The summoning officer will advance to the witness, through the magistrate concerned, a sufficient sum to meet his travelling expenses to the station at which he is required; and should arrange for the payment to him of his expenses for carriage, boarding, and return conveyance before he leaves the station.

#### Authorized scales of servants and attendants, chargers, baggage, tentage and stores.

**103.** All units and individuals proceeding on or returning from field service will be allowed carriage by river, road, and rail for the scales of servants, horses, tents, and baggage, laid down in the F. S. Manuals. When proceeding by sea all ranks may be allowed half the permanent duty sea scale. All ranks will be booked by warrant.

Proceeding on or returning from field service.

If, however, it is probable they will be detained at an intermediate station, despatching officers can at their discretion grant the temporary duty scale thereto, the field service scales only applying from the station from which they actually proceed on service.

If detained for permanent duty after the termination of field operations, or transferred to another station on or before the termination of such operations, free conveyance for the difference between the field service and ordinary scales of baggage and servants may then be given from the station from which the individual started on field service, or any other station not involving additional expense.

**103A.** When an officer on field service is killed in action, or dies of wounds or disease contracted in the field, or is invalided to the U. K., free passage, at the first public opportunity, will be granted to his authorized servants, and for chargers and tentage when necessary, to the station from which the officer started or any other station not involving additional expense.

Servants, baggage, and tentage on peace movements.

**104.** All ranks will be allowed free passage for servants, baggage and tentage, on the undermentioned scale, when travelling on warrant:—

Class.	PROCEEDING TO OR FROM THE U. K. OR THE COLONIES.					MOVING BY SEA, RAIL, AND RIVER, WITHIN INDIAN LIMITS OR TO OR FROM STATIONS "BEYOND SEA."				
	By rail and river to or from the seaport.		By sea.			Permanent duty.		Temporary and Inspection duty.		
	Servants.	Baggage.	Servants. (a)	Baggage. (c)	Servants. (b)	Baggage and tentage. (d). (i)	Servants. (b)	Baggage. (d), (i)		
1	2	3	4	5	6	7	8	9		
British Commander-in-Chief The C. G. S. and an Army Commander (d) . . .	No.	Mds. Diner	No. tional	Cwt.	No.	Mds. Discre	No. tional.	Mds.		
Major-General . . .	1	20	1 (male)	36	8	30	4	18		
Brigadier-General (d) . . .	1	10	1 (male)	36	6	20	3	10		
			1 (male)	30	6	20	3	10		

## Travelling scales.

Class.	PROCEEDING TO OR FROM THE U. K. OR THE COLONIES. **				MOVING BY SEA, RAIL, AND RIVER, WITHIN INDIAN LIMITS OR TO OR FROM STATIONS "BEYOND SEA."			
	By rail and river to or from the seaport.		By sea.		Permanent duty		Temporary and Inspection duty.	
	Servants	Baggage.	Servants (a)	Baggage. (a)	Servants (b)	Baggage, and tentage. (b), (c)	Servants (b)	Baggage. (b), (c)
1	2	3	4	5	6	7	8	9
<i>British—concl'd.</i>	No.	Mds.	No.	Cwt	No.	Mds.	No.	Mds.
Colonel (d) . . .	1	8	..	{ 30 (1) (18 (2) (20 (1)	4	15	2	7
Lieutenant-Colonel . . .	1	8	..	{ 18 (2) (18 (1)	4	15	2	7
Major . . . .	1	8	..	{ 15 (2) (12 (1)	4	15	2	7
Captain . . . .	1	6	..	{ 10 (2) (12 (1)	3	10	2	5
Subaltern . . . .	1	6	..	{ 9 (2)	3	10	2	5
Officer of Indian Army reserve (cavalry branch)	.	..	..	..	..	..	1	5
Departmental warrant officer . . . .	..	3	..	3½	1	5	1	3
Regimental and garrison warrant officer (l)	..	2	..	8½	1	2½	1	2½
Schoolmaster, if a warrant officer	..	3½	..	4½	1	4	1	4
Schoolmaster, not a warrant officer . . . .	..	3½	..	3½	1	4	1	4
Schoolmistress . . . .	..	3½	..	3½	1	4	1	4
Non-commissioned officers, class I (l)	..	2	..	2½	1	2½	1	2½
Non-commissioned officers, class II (l)	..	2	..	1½	1	2½	1	2½
Non-commissioned officers, class III . . . .	..	1	..	1½	1	1½	1	1½
Other non-commissioned officers, Sappers and Miners . . . .	..	1	..	According to rank, 1½ 37lbs (3)	1	1½	1	1½
Sergeants . . . .	..	1	..	1	1	1	1	1
Rank and file . . . .	..	1	..	{ 10 (4)	..	1	..	1
Military Medical pupils . . .	..	..	..	..	..	2	..	2
Indian A.-D.-C. . . .	..	..	..	..	..	10	2	5
Indian officer (e), (f)	..	..	..	..	1	3	1	2
Sub-assistant surgeon (e) . . .	..	..	..	..	1	2½	1	2½
Military Medical pupils . . .	..	..	..	..	..	1	..	1
Non-commissioned officer Private, drummer, and similar ranks . . . .	..	..	..	..	..	1	..	1
Public follower and office menial . . . .	..	..	..	..	..	1	..	1
Private followers, all units and detachments . . .	..	..	..	..	10 per cent on strength of troops, exclusive of the author- ized Indian estab- lish- ment.	each	10 per cent on strength of troops, exclusive of the author- ized Indian estab- lish- ment.	each

(1) For Royal Army Medical Corps, Royal Army Veterinary Corps, and all staff officers.

(2) For regimental officers.

(3) For Royal Garrison Artillery and British Infantry.

(4) For British Cavalry, Royal Horse or Field Artillery, and British Mountain Battery.





Officers' mess followers.	BY SEA WITHIN INDIAN LIMITS OR TO OR FROM STATIONS "BEYOND SEA."		BY RAIL AND RIVER WITHIN INDIAN LIMITS	
	Servant.	Baggage.	Servants	Baggage.
	No.	Mds.	No.	Mds.
Regiment of British cavalry or battalion of infantry	9	4½	12	6
Battery or company, R. H. A., R. F. A., E. G. A.	5	2½	4	2
Battery, Indian artillery	5	2½	4	2
Regiment of Indian cavalry or infantry	6	3	6	3
Detachments of above	..	Proportionate to strength.	2	1
Company of S. and M.	..	1	2	1

## BY ROAD.

## MARCHING.

<i>British ranks.</i>	<i>Mountain Artillery.</i>
Regimental warrant officers and N. C. O's, class I, battery and company sergeant-majors and quartermaster-servants, R. A., and N. C. officers serving with Sappers and Miners	British soldiers . . . 80 lbs. Indian ranks . . . 6 lbs. <i>Non-sikadar Indian troops not drawing batta. (t)</i>
Horse and field artillery 45 lbs. each Gunnery, field artillery 58 " " Cavalry (mounted men). 35 " " " (dismounted men) 80 " " R. G. A. and Infantry 66 " "	Maunds each. Indian officers, including tents . . . 400 lbs. N. C. O's . . . 9, " Sepoys, etc. . . . 60 All ranks of Pioneer battalions are allowed 4½ lbs. additional for carriage of great-coat.
The difference between the above and the railway scale may be sent by rail with the heavy stores.	<i>Followers.</i> Free carriage for 20 lbs. is allowed to authorized followers in units, who are not in receipt of batta but are paid by the state even though they do not fall within the definition of a "public follower."

*By bullock train or country cart.*  
British soldiers are allowed conveyance for the rail scale of baggage.

- (a) Only European servants can be embarked in transports proceeding to the U. K.
- (b) European servants or soldier attendants may be taken, provided their cost does not exceed that admissible on account of Indian servants
- (c) Army Commanders moving on inspection tour or to and from camps of instruction may take such servants and baggage as they desire, provided their tour grant is not exceeded.
- (d) When moving on inspection duty the G. O. C., Burma Divn., and the O. C., Mandalay and Rangoon Bdes., are allowed conveyance by rail, river and boat for 18, 12 and 9 public and private followers, respectively.
- (e) Free passage by sea only is allowed for the servant of a Indian officer or sub-assistant surgeon returning to India from a station beyond sea on transfer to the pension establishment.
- (f) When an Indian officer dies his servant may be granted free passage to the station at which he was entertained, or to his home if not more expensive, provided he was originally conveyed at the public expense. An Indian officer proceeding on furlough, or on pension, except as noted in (e), is not allowed passage for a servant
- (g) The following additional baggage is allowed by sea —
  - (i) Officers of the R. E., medical officers and chaplains, 2 cwt.
  - (ii) Veterinary officers and inspectors of army schools or of ordnance machinery, 1 cwt.
  - (iii) Mounted officers for horse equipment, 2 cwt. for the first horse and 1 cwt. for each other horse which they may be required to maintain at the station to which proceeding.
  - (iv) Servants of army commanders, and major and brigadier-generals proceeding to or from the U. K. or the colonies, 2 cwt. each.
- (h) The O. C. at a port of embarkation may sanction the conveyance of extra baggage in govt. vessels, provided no extra expense is incurred.
- (i) Non-departmental and regimental warrant and N. C. O's and men proceeding on or returning from leave or furlough otherwise than on m. c., or on retirement or discharge; all Indian ranks proceeding on pension or discharge, reservists, recruits travelling otherwise than on warrant, and rejected recruits returning to their home, will be restricted to the free railway baggage allowances of their classes.
- (j) When units move in relief, free conveyance is authorized for the kits of men absent on furlough—2 maunds for each Indian officer, and 25 seers other ranks.
- (k) The batta drawing units, etc., are detailed in A. R., I. Vol. I.
- (l) Military mechanists, R. E., when travelling on duty will be allowed half a maund of baggage extra to cover conveyance of technical books.

## Families when travelling on warrant.

Class.	BAGGAGE.		By road.
	By sea.	By rail or river within Indian limits.	
	Cwt.	Mds.	
Wives of non-departmental and regimental warrant and all N. C. O's and men . . .	2	(a) $\left\{ \begin{array}{l} 1\frac{1}{2} \\ 1 \end{array} \right.$	<i>For families of regimental warrant and N. C. O's and men only.</i>
Each child over 3 . . .	$\frac{1}{2}$	$\left\{ \begin{array}{l} \frac{1}{2} \\ \frac{1}{2} \end{array} \right.$	
Each child under 3 . . .	Nil.		
	Mds.	Mds.	
Wives of Indian officers and sub-assistant surgeons . . . .	$1\frac{1}{2}$	$1\frac{1}{2}$	
Each child . . . .	$\frac{1}{2}$	$\frac{1}{2}$	
Wives of other Indian ranks and public followers . . . .	$\frac{1}{2}$	$\frac{1}{2}$	Nil.
Each child . . . .	$\frac{1}{2}$	$\frac{1}{2}$	

(a) Half maund each woman and  $\frac{1}{2}$  maund each child additional when proceeding to or from hill stations.

## Others.

Class.	By sea <i>en route</i> to or from the U. K. or the Colonies.		By sea within Indian limits, or to or from "beyond sea" station.		By river within Indian limits.		By rail and road within Indian limits.
	Servants	Baggage	Servants	Baggage	Servants	Baggage	
Civilian chief clerks or personal assistants of Branches of Army Hqrs.	No.	Cwt.	No.	Cwt.	1	$1\frac{1}{2}$	1
Chief mechanical engineer, and civil chief master armourer or other civilian mechanic given that status, engaged prior to the 16th November 1893	..	..	1	$1\frac{1}{2}$			The free allowance authorized for the class of passage provided. No charge for extra baggage will be admitted.
Civil chief master armourer engaged subsequent to 16th November 1893 and other civilian mechanics	..	7	1	$1\frac{1}{2}$	1		
Civilian subordinates in receipt of Rs. 50 and over	..	3	1	3	1		
Civilian subordinates drawing under Rs. 50 (b)	..	..	1	$1\frac{1}{2}$	1		
	..	..	..	$1\frac{1}{2}$	..		Travelling allowances will be drawn.

(b) Civilian subordinates drawing between Rs. 35 and Rs. 50 may be granted free passage by sea only, for a servant, when travelling on duty by sea within Indian limits.





## Others—concl'd.

Class.	By sea <i>en route</i> to or from the U. K. or the Colonies.		By sea within Indian limits, or to or from "beyond sea" station.		By river within Indian limits.		By rail and road, within Indian limits.
	Servants.	Baggage.	Servants.	Baggage.	Servants.	Baggage.	
	No.	Cwt.	No.	Cwt.			
Lady nurse	..	12	1	6	1		
Wives of general officers	1 female	5	..	5	..		
Each child	..	1	..	1	..		
Wives of other officers	..	5	..	5	..		
Each child	(a)	1	..	1	..		
Wives of 1st class civilian mechanics	..	5	..	5	..		
Each child	..	1	..	1	..		
Wives of departmental warrant officers, 2nd class civilian mechanics, and civilian subordinates	..	2	..	2	..		
Each child	..	1	..	1	..		

The free allowance authorized for the class of passage provided. No charge for extra baggage will be admitted.

Travelling allowances will be drawn.

(a) A second class passage will be provided for a nurse when the family includes a child or children under the age of ten years. In other cases the O. C. at a port of embarkation may specially sanction passage for a nurse accompanying one or more children of a family when he is satisfied that such attendance is necessary. He will also decide the class of accommodation to be provided in govt. or hired transports for nurses in charge of the children of widower officers. If an officer and his family are entitled to proceed by private steamer, free passage or passage money for the nurse is authorized under similar conditions. A governess, who is not a member of an officer's family, may be allowed second class passage in lieu of a nurse.

A nurse who received an entitled passage to accompany an officer's family to India may be granted a similar passage when she finally leaves India with the same family, if the latter are travelling at the public expense, notwithstanding that the family does not include a child under the age of ten years.

Passages for nurses to accompany non-entitled passengers require the sanction of the Q. M. G., I. (see para. 44 (d)).

### Attendants.

**105.** Special attendants are allowed in the following cases:—

- (a) When the medical authorities certify that a sick officer, a sick member of his family or a sick lady nurse, proceeding to the U. K. or the colonies, requires special care, an extra Indian servant, or in the case of an officer a British soldier attendant, may be allowed free passage to the port of embarkation, and return passage if required.
- (b) When an officer, lady nurse, warrant officer or British soldier, or the wife or child of a departmental officer with honorary rank, warrant officer, or British soldier, conveyed at the public expense, is invalidated to the U. K. on account of serious illness, and a medical board declares it to be necessary that a special attendant (or when despatched by private vessels, two such attendants, except in the case of a child) should accompany the invalid, these attendants will be given free passage by road, rail, river, and sea, and return passage if required. The attendant, or one of them, may be the patient's wife or husband, or in the case of a child either parent, and will be accommodated in the same class as the patient.

Attendants  
on sick and  
insane indi-  
viduals.

**Attendants—Indian establishments.**

Also when an officer is transferred to a military hospital [see para. 55 (h)], any attendants that may be ordered by competent authority to accompany him will be granted free passage by road, rail, river and sea, and return passage if necessary.

- (c) When an officer or a lady nurse is invalidated to the U. K. on account of insanity and a medical board declares an attendant to be necessary, the latter may be given free passage by road, rail, river and sea, and a return passage if required. If the insane officer or lady nurse proceeds by private vessel, such an attendant will ordinarily be entitled to second class accommodation, but when the medical board certifies that the patient can only be effectively controlled by a particular individual and that he or she should travel in the same cabin as the patient, a first class passage may be given.
- (d) A female insane proceeding from the asylum at Calcutta to Bombay, *en route* to the U. K., may be accompanied by a special attendant, who will be granted a free rail passage to Bombay and a return passage if desired.
- (e) When a medical officer certifies that it is necessary that a sick sub-assistant surgeon, an Indian soldier, recruit boy, or public follower, who is entitled to passage at the public expense, should have special attendance on the journey to his home, one soldier or follower attendant may be authorized by the O. C. the station, and when in special cases two such attendants are certified to be necessary, they may be authorized by the Bde. Comdr., the sanction being published in station or brigade orders. These attendants will be given passage by the same mode of conveyance and to the same place as the individual they accompany, and a return passage to their original station under the ordinary rules for men travelling on duty. An Indian officer or sub-assistant surgeon may be permitted to take his servant as an attendant, but in this case return passage will not be given.

**Indian establishments.**

- 106.** Indian follower establishments of British units will ordinarily remain in their own station, being transferred from British units. outgoing to incoming units. If a unit moves by route march to another station with its establishments, the latter will either be transferred to their new unit *en route* or return to their own station by rail as soon as possible after arrival at destination. When a unit leaves its station by rail for another station, or for the U. K. or the colonies, either without relief or on being relieved by a unit having its own establishments, all permanent establishments will be transferred, with their documents, for temporary employment, payment, etc., if belonging to a mounted unit to the officer placed in charge of the horses, or if be-





longing to a dismounted unit to the executive S. and T. officer, pending the receipt of instructions from the Divl. Comdr. as to their disposal.

### Chargers.

**107.** Free conveyance for chargers by rail or river should General not be authorized, unless the distance exceeds 80 miles, or the rules despatching officer is satisfied that the circumstances do not admit of the animals marching.

**108.** (i) Officers proceeding from India to the United Kingdom or those of the British service proceeding to the Colonies, who receive forage allowance under the War Office Allowance Regulation, after they cease to be borne on the Indian establishment, are not entitled to passage either by rail or sea for their chargers.

Permanent duty scale.

(ii) Those travelling by rail, river or sea on permanent duty within Indian limits may be granted free conveyance for the number of chargers they are required to maintain in their old appointments, provided that number is in their possession and that it is not in excess of the number they are required to maintain in their new appointments (see Army Regulations, India, Volume I).

(iii) Exceptions are made in the case of—

- (a) the Commander-in-Chief who is allowed conveyance for eight chargers on all occasions,
- (b) officers of the Royal Garrison Artillery, posted to the Mountain artillery branch, who are specially allowed conveyance for one charger,
- (c) officers when first joining and finally leaving the Staff College, Quetta, who are allowed conveyance for two chargers,
- (d) officers of the Ordnance Department other than those holding administrative appointments, who are allowed conveyance for one charger on the certificate of the administrative officer concerned that the animal is a *bond fide* charger maintained for the performance of public duty, and
- (e) officers of the M. A. Department who are not allowed conveyance for a charger in peace movements.

(iv) A mounted officer may be allowed free passage from the port of disembarkation to his destination for any chargers, within the Regulation number, that he brings with him to India on transfer to the Indian establishment.

(v) One attendant may be conveyed with each charger.

(vi) Officers of the Indian service proceeding to stations beyond Indian limits for duty with troops which are retained on the Indian establishment, or returning therefrom on duty, are entitled to free passage for their chargers in accordance with the Standing orders for carrying out the relief of Indian troops quartered at those stations.

(vii) Free conveyance for cycles, motor cycles, or motor cars, in lieu of chargers, may be authorised under the above conditions, provided no extra expense is thereby caused.

## 64 Chargers Cycles—Motor cars—Motor cycles.

Temporary  
duty scale.

**109.** When mounted officers move on temporary duty, free conveyance for one charger or in special cases two chargers, may be authorized on the responsibility of the despatching officer, if the duty demands it. But officers detached on examination or any other mounted duty lasting a few days only should ordinarily be provided with govt. horses at the station to which they are deputed, conveyance for a charger being only authorized when this is impossible. Cavalry Brigade Commanders visiting the Cavalry School, Saugor, under para. 50, and Indian officers of cavalry proceeding on recruiting duty will not be given free conveyance for their chargers. The undermentioned officers may, when necessary, be given free conveyance for chargers according to the following scale:—

Officers.	NUMBER OF CHARGERS ALLOWED EACH OFFICER BY		
	Sea.	Rail.	River.
<i>When moving on tour of inspection or to and from a camp of instruction.</i>			
The C. G. S. and Army Comdr., subject only to tour grant not being exceeded			Discretionary.
Staff officers accompanying the C.-in-C. or Army Comdr.	..	2	
Inspr. of Cavalry	3	3	
Inspr. of R. H. and R. F. A.	2	2	
Staff officer of Insp. of R. H. and R. F. A.	2	2	
Inspr. of Volunteers	1	1	As required, not exceeding the rail scale.
Staff officer or Insp. of Cavalry	2	2	
Officer in charge of military operations sub-division or training or staff duties sub-division of the G. S. Br.	2	2	
<i>Moving on tour of inspection within their commands.</i>			
G. O. C., Quetta division	..	2	
G. O. C., Lucknow Division, and his staff officer, between Gauhati and Nigrating	..	..	
<i>Proceeding to or returning from annual training.</i>			
Officers of cavalry branch of Indian army reserve	1	1	

Free conveyance for a cycle, motor cycle, or motor car, in lieu of a charger, may be authorised under the above conditions, provided no extra expense is thereby caused.

Officers not in receipt of horse allowance, may be granted free conveyance by rail, river and sea for a cycle when proceeding to and from a station to attend an authorised class of instruction in signalling, provided the Divl. Comdr. under whose orders the class is held, considers that they require cycles for purposes of training.

**109A.** A Divl. or Bde. Comdr. when transferred under the order of the C.-in-C., may be granted free conveyance by rail, river and sea within Indian limits for his own motor car, provided that he certifies that he is likely to require the car for his military duties immediately on, or very shortly after, arrival at his new station. This certificate will be endorsed on I. A. F. T-1715.

Convey-  
ance for  
motor  
cars.





## Stores.

**110.** The following table shows the maximum weight of Peace movements of public and regimental stores for which units will be given free conveyance on peace movements by the methods named. These weights are exclusive of the baggage of individuals, and of tents, free conveyance for which is restricted to the actual weight taken within the aggregate amount admissible under para. 104 and the Army Tables, respectively:—

Unit.	BY SEA. (a)		BY RAIL AND RIVER.			BY ROUTE MARCH. (c)		
	2 En route to the U. K. or the colonies.	3 En route to or returning from a "beyond sea" station within or beyond Indian limits.	4 En route to and from a port of embarkation or debarkation when proceeding to or arriving from the U. K. or the colonies.	5 En route to or returning from a "beyond sea" station within or beyond Indian limits.	6 Ordinary movements within Indian limits. (b)	7 Weight to be sent by rail, when rail communication exists.	8 Weight to accompany the unit by road. (f)	
1	2 Cwt.	3 Mds.	4 Mds. Srs.	5 Mds.	6 Mds.	7 Mds.	8 Mds.	
British cavalry regiment (i)	270 (g) 262 (h) 254 (i)	357-0(g) 345-32(h) 334-24(i)	..	300	200	450		
British infantry battalion (j)	241	400	316-16	400	400	250	160	
Battery R. H. A. . .	59½	..	74-36	..	80	50	120	
Battery R. F. A. . .	59½	..	74-36	..	80	50	116	
Brigade staff R. H. A. or R. F. A. . .	8	..	11-0	..	12	8	4	
Battery, British mountain artillery . . .	..	180	..	180	180	80	130	
Battery of heavy artillery . . .	..	..	..	..	70	50	130	
Company of R. G. A. . .	49½	85	60-36	85(d)	80	60	20	
Battery of Indian mountain artillery . . .	..	140	..	140	140	70	120	
Regiment of silladar cavalry . . .	..	..	..	..	80	50	30	
Regiment of non-silladar cavalry (e) . . .	..	..	..	..	200	110	260	
Indian pioneer battalion (e) . . .	..	380	..	380 (d)	340	180	160	
Indian infantry battalion (e) . . .	..	320	..	320 (d)	280	180	100	
Company of sappers and miners . . .	..	190	..	190	190	40	150	
Detachments of above . . .	..	Proportionate	to strength.					

NOTES.—(a) The O. C. at a port of embarkation may, however, permit increased weights, and mess tents if required, to be embarked in a govt. or hired transport, if no extra expense is thereby caused.

**Stores—Sea accommodation.**

(b) In the case of mounted units and of mountain and heavy artillery these weights are only applicable to movements without animals. When their animals accompany them, the route march scale is applicable.

(c) Columns 7 and 8 combined give the aggregate amount admissible in route march movements. Column 7 indicates the quantity which must be sent by rail if possible. Column 8 that to accompany the unit by road. Where railway communication does not exist the combined weights in both columns are admissible by road.

(d) These units, if required to move by route march while *en route* to or from a "beyond sea" station, will be allowed conveyance for the weight given in column 5 instead of that given in columns 7 and 8, the weights to be taken with the unit by road and sent by rail being divided in the same relative proportions as in the route march scale.

(e) All non-silladar cavalry regiments and Indian infantry battalions which have adopted the general messing system, are allowed 16 maunds additional to the above weights for the carriage of the general cooking utensils of the unit. This extra allowance applies to all methods of movement, and if the unit moves by route march will be added to the allowance in column 8.

(f) Column 8 includes the following maximum weight of veterinary stores to accompany units for use on the line of march and in camps of manœuvres :—

British and non-silladar cavalry . . . . .	{	10 mds. per unit.
Heavy artillery . . . . .		" "
Mountain batteries . . . . .		14 "
R. H. A. and R. F. A. . . . .		5 "

(g) For Lancers.

(h) For Dragoon Guards and Dragoon regiments armed with lance.

(i) For regiments other than those specified in footnotes (g) and (h).

(j) When machine guns and equipment are taken, eight additional maunds are allowed.

**111.** Free conveyance by sea, rail, river and road, unless otherwise stated, is allowed for all *bona fide* public stores despatched on the govt. service. Also for the following :—

*British units.*

(a) Tools for voluntary workshops purchased from institute funds. (By railway only.)

*Indian units, except silladar cavalry.*

(b) Uniform clothing or materials therefor, regimental necessaries, sent to detachments at outstations.

**Accommodation by Sea.**

**112.** The following are the classes of accommodation to which all ranks are entitled by sea. Second class passengers should not be berthed in the same cabin with first class passengers, nor third class with second class passengers. The space allowed on hired transports and freight ships is laid down in the Marine Regs., Vol. II.





1st Class.	2nd Class.
All British officers. (a), (b), (c). Indian aides-de-camp. Chief mechanical engineers. Civil chief master armourers and other mechanics given that status engaged prior to 16th November 1893. Other civilians holding appointments the pay or maximum pay of which exceeds Rs. 500 per mensem. Families of above. Lady nurses. Note.—In cases where two or more rates of passage money are quoted, the accommodation to be allowed will be as follows :— British officers above, the rank of subaltern, and their families. } Highest grade. All others specified above } Lowest grade. <i>Special conditions.</i>	All warrant officers. Army schoolmasters. Schoolmistresses. (b) Civil chief master armourers, and other mechanics given that status engaged subsequent to 16th November 1893. (2) Gun carriage examiners. (a) Other civilian mechanics. European civilian servants. Other civilians holding appointments the pay or maximum pay of which exceeds Rs. 100 per mensem. British N. C. O's, class I, Indian officers, sub-assistant surgeons, and 1st and 2nd grade transport veterinary assistants. British N. C. O's of departments, and civilian subordinates, from port to port within Indian limits, including Aden and Burma, and when proceeding on duty to, or returning from, a colonial station by private steamer. N. C. O's, classes II, III and IV, other than those referred to in the 9th entry above, when travelling on duty from port to port within Indian limits (including Aden and Burma), by private steamer only. Acting serjeant-major appointed for duty on a transport. Families and widows of above. Soldier attendants on sick or insane officers, on private vessels only. Special invalids, their attendants and families, by private vessels, when recommended by a medical board. <i>Special conditions.</i>
(a) An officer holding substantive rank higher than that of colonel entitled to passage to or from India will be provided with reserved accommodation or passage money in lieu, see paragraph 40, as for a single passenger for himself, or if accompanied by his family a reserved cabin as for a married couple, and a first class passage for each child not accommodated in the reserved cabin. Colonels of the British service proceeding to the U. K. after completing the full tenure of an appointment carrying the rank of brigadier-general, or when compelled by the rules of the service to vacate such appointment, also those proceeding to take up an appointment with the rank of brigadier-general, under the Imperial Govt., will receive accommodation or passage money in lieu see para. 40 as general officers.	
(b) General officers proceeding from port to port within Indian limits by private vessel will be provided with a reserved four-berth cabin if a general or lieutenant-general, or a reserved two-berth cabin if a major or brigadier-general for which, if economical, return tickets should be taken; but these officers may make their own arrangements and recover the actual amount paid within the above limits. Servants, baggage, and chargers should be conveyed on requisition. In R. I. M. or other govt. vessels, by which passages will be given whenever possible, a separate cabin will be allotted to a general officer.	(a) These classes are, however, allowed 1st class passages in private steamers when travelling on duty from port to port within Indian limits, except to and from Aden. (b) The husband of a schoolmistress will only receive accommodation according to his actual or late army rank.
(c) Other officers will be allotted berths by the embarking authorities according to seniority, this being governed by army rank when more than one unit is embarked. The O. C. troops will always be allotted a separate cabin; and a chaplain will also be given a separate cabin of the smallest size available.	

## Sea accommodation—Messing rates.

Para. 112—*concl.*

## 3rd Class or deck.

All others, British and Indian, and their families.

*Special conditions.*

(a) Class II N. C. O's and their families are allowed 2nd class, and others 3rd class accommodation (or 2nd where there is no 3rd class) when proceeding to the colonies on duty or discharge. If, however, the shipping companies refuse to provide 3rd class accommodation for families, they and the husbands may be given 2nd class.

(b) On short voyages within Indian limits deck passage, when proper shelter is provided, is considered sufficient for healthy details, British and Indian. Between deck or 2nd class accommodation should always be provided for families and invalids, the embarking officer using his discretion as to the class of accommodation to be provided according to the merits of the case.

(c) Whenever Indian ranks are embarked on any vessel arrangements should be made, if possible, to enable those who require to cook to do so.

## Messing rates.

Messing rates

**113.** The following messing charges, for each day on which dinner is served on board, will be paid by those travelling as entitled or not-entitled passengers on Indian service. Those travelling on Imperial service come under the rules contained in the W. O. A. Regs. :—

*N.B.*—The maximum rates of messing charges prescribed in this paragraph for certain families, are intended to apply to wives and children, including sons over 16 years of age, of the officers and warrant officers concerned, as the case may be. If the officer or warrant officer accompanies his family, he will be required to pay for his own messing in addition, at the prescribed rate.

An individual who is provided with free passage as a medical attendant on the recommendation of a medical board, comes under the same conditions as individuals ordinarily entitled to passage, including the payment of messing charges according to the scales given in the table below.

Classes.	SCALE I.	SCALE II.	SCALE III.	SCALE IV.	SCALE V.	SCALE VI.	REMARKS.
	Enti- tled.	Not enti- tled.*	Enti- tled.	Not enti- tled.	Enti- tled.	Not enti- tled.	
<i>1st class passengers.</i>	s. d.	s. d.	R a. p.	R a. p.	R a. p. (g)	R a. p.	
General officers (d)	Free	6 6	Free	4 0 0	3 4 0	4 0 0	
All other officers and civilians receiving 1st class passages (d)	Free	6 6	Free	4 0 0	1 8 0	4 0 0	
(b) { Wives, and daughters over 16 years	5 6	5 6	3 0 0	3 0 0	3 0 0	3 0 0	(a) Officers accompanying the C.-in-C. or other high officials on duty from port to port in India or beyond the limits of India, when wine or beer is included in the messing, will pay the following special rates :—
(e) Sons over 16 years	6 6	6 6	4 0 0	4 0 0	4 0 0	4 0 0	General officers 4 8 0
(d) Children over 7, and under 16 years	4 0	4 0	2 0 0	2 0 0	2 0 0	2 0 0	Field officers . 4 0 0
(e) Children over 1, and under 7 years	2 6	2 6	1 8 0	1 8 0	1 8 0	1 8 0	Captains . 3 0 0
Children under 1 year .	Free	Free	Free	Free	Free	Free	Subalterns . 2 0 0
Lady nurses . .	Free	5 6	Free	3 0 0	1 8 0	3 0 0	(b) Ten shillings a day is the maximum amount recoverable for the messing of the families of veterinary officers and of civilian mechanics

\*See footnote on page 70.





CLASSES.	SCALE I.	SCALE II.	SCALE III.	SCALE IV.	SCALE V.	SCALE VI.	REMARKS.
	Applicable to all Imperial vessels and hired transports moving between India and Europe.	Applicable to all voyages in R. I. M. vessels between India and Europe.	Applicable to all other voyages on sea-going vessels and river steamers. (a)				
	Entitled.	Not entitled.	Entitled.	Not entitled.	Entitled.	Not entitled.	
	s. d.	s. d.	R a. p.	R a. p.	R a. p.	R a. p.	
<i>2nd class passengers.</i>							
Warrant officers, class I N. C. O's, civilian mechanics and subordinates, and others receiving 2nd class passages . . .	Free	2 6	Free	2 0 0	(/) Free	2 0 0	
Schoolmistresses . . .	Free	2 6	Free	2 0 0	Free	2 0 0	
(e) Wives, and daughters over 16 years . . .	Free	2 6	Free	2 0 0	Free	2 0 0	
(f) Sons over 16 years . . .	2 6	2 6	2 0 0	2 0 0	2 0 0	2 0 0	
(j) Children over 10 and under 16 years . . .	Free	2 6	Free	1 0 0	Free	1 0 0	
Civilian bandmasters . . .	..	..	..	..	2 0 0	2 0 0	
<i>Servants of 1st and 2nd class passengers.</i>							
European male, if messaged from saloon . . .	2 6	2 6	2 0 0	2 0 0	1 8 0	2 0 0	
European female . . .	2 6	2 6	2 0 0	2 0 0	1 8 0	2 0 0	
Indian . . .	..	..	0 4 0	0 4 0	0 4 0	0 4 0	
Ayahs (when rationed by the ship) . . .	..	..	0 4 0	0 4 0	0 4 0	0 4 0	
<i>3rd class.</i>							
British N. C. O's and men, their wives, and children over 10 years of age . . .	Free	1 0	{	0 12 0	{	Free	Whole cost.
Children under 10 years of age . . .	Free	0 6	{	0 6 0	{		

## Messing rates.

Classes.	SCALE I.	SCALE II.	SCALE III.	SCALE IV.	SCALE V.	SCALE VI.	REMARKS.
	Applicable to all Imperial vessels and hired transports moving between India and Europe.		Applicable to all voyages in R. I. M. vessels between India and Europe.		Applicable to all other voyages on sea-going vessels and river steamers. (a)		
	Entitled.	Not entitled.*	Entitled.	Not entitled.	Entitled.	Not entitled.	
	s. d.	s. d.	R a. p.	R a. p.	R a. p.	R a. p.	
Indian soldiers (b)	..	..	..	..			
Public followers (c)	..	..	..	..	Free by sea. Free by river in Burma only.	Whole cost. 0 4 0	

(a) All officers of the British and Indian services, departmental officers with honorary rank, and lady nurses moving between India and colonial stations and vice versa, if entitled to free passage, will receive free messing. Officers will also receive this concession on voyages between ports in India, when they are leaving or joining the Indian establishment and are in receipt of British rates of pay.

(b) When their families are embarked Indian soldiers must pay the full cost of any rations supplied, unless the families specially receive free rations.

(c) A peon who, owing to religious scruples, makes his own arrangements for provisions, may draw table money at four annas per diem.

(d) 7s. 6d. a day is the maximum amount recoverable for the messing of the families of warrant officers when granted not-entitled passages under scale II or IV.

\* In transports engaged elsewhere than in the U. K., and in other transports after four months' absence from the U. K., the rates for 1st and 2nd class not-entitled passengers will be increased by one-third.

Payment of messings charges. **114.** Messing charges will be paid in the following manner:—

*When proceeding by any govt. vessel or hired transport.*

1st class entitled and not-entitled passengers.—Before disembarkation, to the ship's authorities.

2nd class not-entitled passengers.—Before embarkation, to the embarking officer, who will make over the amount received to the ship's authorities.

3rd class not-entitled passengers.—Before embarkation, to the embarking officer, who will credit the amount to govt.

The advance payments made by 2nd and 3rd class passengers will be considered as final, and no readjustment will be made should the passage be longer or shorter than anticipated.





*When proceeding by private steamer or freight ship.*

The amount due should be credited in the first pay bill rendered after disembarkation vouched for by a messing certificate (I. A. F. T-1731), which should be completed according to the instructions contained thereon. Embarking officers should warn such officers as are liable to pay messing stoppages that this certificate must be taken with them.

### Hired transports and freight ships.

**115.** The engagement of hired transports or troop freight Engage-  
ships requires the sanction of the G. of I. in the marine depart-  
ment, on receipt of which the several inspections and other  
executive details are carried out by the local R. I. M. officers,  
in consultation with the military authorities. The D.  
R. I. M., at Bombay, and the Deputy Director at Calcutta, are  
the head executive officers for the western and eastern coasts,  
respectively, and all correspondence must be addressed to them  
and not direct to owners or agents of vessels.

**116.** Two surveys of such vessels are held, *i.e.*, the primary Survey,  
survey to determine what is necessary to render the vessel suit-  
able for the conveyance of troops, and the final survey to see  
that the desired arrangements have been completed and that  
the vessel is adequately equipped in every respect for the voy-  
age. Both surveys will be attended by an officer of the brigade  
staff, and a medical officer, and by a veterinary officer when  
animals are to be embarked. The O. C. the troops, and the  
senior medical and veterinary officers, proceeding in the vessel,  
should also attend the final survey, if possible. The dates of  
the surveys will be fixed, and all forms supplied, by the local  
R. I. M. officer.

**117.** The main points to be attended to by the military Points for  
members in both surveys are that the accommodation, equip- considera-  
ment, and fittings, prescribed in the Marine Regs., Vol. II, by military  
are provided for the troops, their families, and animals em- members.  
barking; also for the hospital, dispensary, prison, magazine,  
issue and baggage rooms, helmet, arm, sea-kit-bag and ham-  
mock racks, galleys and bake houses or cabooses, lavatories and  
latrines. The best position for the family quarters, hospital,  
invalid accommodation, horse stalls, and latrines, must be care-  
fully selected, and the arrangements for ventilation and pro-  
tection from the weather inspected and approved. At the  
final survey the medical stores, comforts, and disinfectants,  
also the provisions, unless shipped by the S. and T. corps,  
provided for the voyage, should be examined as to sufficiency  
and quality.

**118.** The O. C. at the port of embarkation is responsible Responsi-  
that the numbers of each class, animals, etc., for whom accom- bility of  
modation is required, are communicated as early as possible O. C. at  
to the R. I. M. officer concerned, and that the local senior offi- port.  
cers of the medical, ordnance, clothing, S. and T., and other  
departments, are also instructed in respect of any demands  
that may be made upon them.

**Baggage rules.**

**Baggage in private steamers.**

**119.** Officers, soldiers, and their families, provided with passage at the public expense by private steamers, are entitled to conveyance for the regulation quantity of baggage; and if this is not carried free under the contract in force, the passage requisition should specify the actual weight of baggage to be shipped, in order that any excess charge may be included by the company in their passage claim. When passage money is drawn all baggage expenses must be defrayed therefrom.

**General rules.**

**120.** The rules contained in the K. R. in respect of the shipment of baggage will apply, with the following modifications, to all voyages from India or within Indian limits in govt. vessels or hired transports.

**Marking of baggage of details.**

**121.** When proceeding to the U. K. each article of baggage of the undermentioned details and their families should be painted with the number, rank, name, and unit, of the individual—in the case of invalids a further distinguishing black band, 3 inches wide, round the centre of each kit bag—and be also labelled as follows:—

All time-expired men and reservists . . . . .	Discharge dep't.
other than those of the Southern group, R. G. A., whose baggage should be labelled . . . . .	Rowner.
All invalids . . . . .	Netley.
Details under transfer to the home establish- ment or auxiliary forces, or joining classes of instruction . . . . .	Transfer.
Warrant and N. C. O's of the Indian es- tablishment and others proceeding on furlough; widows and wives unaccom- panied by their husbands . . . . .	A red star..

**Marking baggage expenses.**

**122.** Paint for marking the public baggage of units may be purchased locally and the cost recovered by contingent bill, but no other expenses on account of marking baggage will be met by the state.

**Baggage and stores of units.**

**123.** Before the unit leaves its original station for a port of embarkation, the regulation baggage and stores accompanying it should be measured and weighed, and a return of the same (I. A. F. T-1730) sent so as to reach the staff officer at the port of embarkation not less than three days before the unit embarks. As a further check the baggage and stores of units embarking at Bombay or Karachi will again be measured at the last military station at which a halt is made before embarkation, and all baggage in excess of the regulation weight or measurement should then be set aside for disposal privately.

**Baggage of individuals.**

**124.** In the case of individuals proceeding by govt. or hired transport from Bombay or Karachi, their heavy baggage must be delivered at the Sassoon Dock or Keamari as the case may be, two days before the sailing of the vessel, to admit of its being measured, weighed, and registered by the embarking officer before shipment.

**Rejection of baggage, etc.**

**125.** The embarking officer may reject any baggage which exceeds the regulation weight or measurement, or which is not delivered within the prescribed time, and no baggage will be shipped without his permission in writing.





The restrictions imposed by the second clause of para. 1529, K. R., do not apply, provided the measurements, including all projections, do not exceed what is authorized.

**126.** Government accepts no responsibility for damage or loss of private baggage nor of the military baggage of not entitled passengers. The insurance of such baggage therefore rests solely with the passenger. Compensation for loss of military baggage is dealt with in A. R., I., Vol. I. Damage or loss of baggage.

**127.** The O. C. at the port of embarkation may sanction the despatch by a govt. or hired transport of any regulation baggage unavoidably left in India on the departure of the owners, or of baggage specially allowed to be embarked in other cases. Edibles may not be shipped without the consent of the ship's commander. Baggage un-accompanied by owners, and parcels.

The baggage so shipped must comply with existing regulations as regards size of packages, etc., and the amount shipped by any individual will not ordinarily exceed two-thirds of the scale laid down in para. 104.

This baggage will be entered on I. A. F. T-1729 in triplicate which will be forwarded to the O. C. at the port of embarkation.

### Embarkations.

**128.** The orders contained in the K. R. relating to the General duties of embarking officers, and the embarkation of troops and rules. their families at other than home ports, will apply, with the following additions, to all embarkations of British troops leaving India for the U. K. or the colonies. They will also apply, except in respect of reports and other matters herein-after dealt with, to other voyages within or beyond Indian limits.

**129.** The O. C. at the port of embarkation will be responsible that such of the following regulations as are applicable, Books of regulations, and all forms, stationery, lists of stores and provisions, and forms. other instructions required on the particular voyage, are available on board for the use of the O. C. the troops:—

#### *On all vessels.*

K. R.  
Royal warrant.  
Manual of military law.

A. R., I., Vols. I, II, III, X,  
and XI.

{ Placed on board by O. C. at the port of  
embarkation.  
} Ditto. The G. O. C. Bombay Bde. will  
supply the embarking authorities at  
Southampton with copies for issue  
on outward voyages.  
Additional on :—

#### *Hired transports and freight ships.*

##### (a) Engaged by Imperial authorities.

Regts. for His Majesty's Transport service.—Supplied by the Admiralty.

## (b) Engaged in India.

Marine Regs., Vol. II.—Supplied by the local R. I. M. officer.

*R. I. M. vessels.*

Marine Regs., Vol. I.—Supplied by the commander of vessel.

All the above books, except the Marine Regs., Vol. I, should be handed over to the disembarking staff officer at destination, for return to India.

The G. O. C., Bombay Bde., will also arrange that copies of the "Instructions for the guidance of officers arriving with British troops at Bombay or Karachi" are placed on all vessels conveying troops to those ports from the U. K. or the colonies.

Library and games.

**180.** In the case of R. I. M. vessels, and hired transports, or freight ships engaged in India, conveying British troops to the U. K. or the colonies, the O. C. at the port of embarkation will arrange, if necessary, for the shipment of a small library and games. These, in the case of hired transports or freight ships, will be handed over to the disembarking staff officer for return to India by the first public opportunity.

**181.** Cancelled.

Medical examination and certificates.

**182.** All officers whether travelling with troops or singly, troops, families, civilians, and any individuals travelling independently of a unit or draft, will be medically examined before leaving their stations. All individuals and small parties of less than 10 will furnish a medical certificate on I. A. F. M-1240 to the embarking medical officer on duty at the port. In cases where more than three days have elapsed from the date of signature of I. A. F. M-1240, it will be incumbent on the individual to have it endorsed by a government medical officer not more than three days before embarkation. If this cannot be done, the individual will be re-examined at the port before embarkation. Failure to produce I. A. F. M-1240 at the port of embarkation may lead to loss of passage. Troops and their families accompanying them will be examined before leaving their original station and re-examined the day before embarkation, in order that any individuals showing symptoms of infectious or contagious disease may be left behind.

No officer's or soldier's wife within three months of her confinement is to be returned as medically fit for embarkation. In the case of an officer's wife, a written statement on this point from the lady or her husband may be accepted by the medical officer.

Any individual who does not show satisfactory marks of successful vaccination or re-vaccination, or bear marks of small-pox, or who cannot produce satisfactory evidence of unsuccessful vaccination may be refused passage by a Government ship or hired transport.





**183.** Individuals allotted passage in transports sailing from Embarkation at  
Bombay or Karachi and not accompanying troops, should  
embark the day before the vessel sails.

**184.** Detailed orders for embarkations should be issued beforehand by the O. C. at the port, naming the staff officer to embarkation orders. Detailed  
superintend the embarkation, and giving full instructions as to the allotments to vessels, the time, order, and method of embarkation of each unit or detachment, of such animals, guns, equipment, stores and baggage as may accompany it, and of the rationing of the troops on the day of embarkation. In making allotments it must be borne in mind that the troops in each vessel should be embarked complete in every detail to admit of their landing at any point if required, and articles likely to be required first should be embarked last. Details should be organized in sections under command of an officer before embarkation.

**185.** In the case of troops proceeding to the U. K. or the colonies, immediately the embarkation is completed and the numbers on board have been ascertained, the O. C. will make over to the embarking staff officer for disposal, the following embarkation returns, retaining one copy of each for his own use:—

*British troops.*

*A. F. B-142.*

One copy for the W. O.	One copy for the disembar-
One copy for the O. C. at the	king authorities at South-
port of embarkation.	ampton.

*A. F. B-126 and 141.*

Two copies for the W. O.	One copy for the Q. M. G.,
One copy for the O. C. at the	India.
port of embarkation.	One copy for the Divl. Comdr.
	Two copies for the I. O.

*British and Indian troops moving to the colonies (additional).*

*I. A. F. T-1732.*

One copy for the W. O.	One copy for the O. C. at port
Two copies for the I. O.	of embarkation.
One copy for the Q.M.G., India.	One copy for the Divl. Comdr.

The embarking staff officer will also furnish direct to the I. O. a return of the officers embarked, showing the circumstances in which they are proceeding.

Whenever furlough men of British units are embarked, a separate nominal roll of such men, giving their ranks, name, corps, particulars of family, and period of furlough, will be sent by the embarking staff officer to the W. O. with the above embarkation returns.

Embarkation returns will, in the case of British and Indian troops moving within Indian limits, be rendered on I. A. F. T-1732, one copy being sent to the O. C. at port of embarkation (*vide* instructions to I. A. F. T-1732), one copy to the Divl. Comdr. and one copy retained by the O. C. the troops for his own use.

Notice of  
despatch of  
details  
within  
Indian  
limits.

Charter  
parties, etc.

Home-  
Indian  
transports.

R. I. M.  
vessels, etc.

Medical  
officers.

Return  
passage, for  
duty officers.

**136.** When more than ten men are despatched from one port to another within Indian limits, the embarking officer should intimate to the military authorities at the ports concerned, by telegram if necessary, the numbers proceeding and probable date of arrival, in order that arrangements may be made for their reception. When govt. vessels sail with accommodation available for details from intermediate ports of call this should also be communicated to the embarking officers at those ports.

**137.** Charter parties or agreements of any kind, as well as all documents relating to any govt. stores, provisions, etc., shipped on hired transports engaged in India and proceeding to the U. K. or the colonies, must be forwarded to the G. of I. for disposal.

### Duty officers.

**138.** In addition to the O. C., adjutant, and quartermaster, 11 captains and subalterns are ordinarily required for ship's duties on the Home-Indian service transports. For duty with details one officer per 75 men should be embarked, but these and all officers accompanying units will form part of the duty complement. All officers of the British service entitled to passage (with the exception of half pay or retired officers) are available for duty. Not-entitled passengers may only be detailed for duty when, and for so long as, the number of duty officers available falls below 10, and when so detailed the O. C. must comply with the orders contained in the K. R. Officers on furlough under Indian rules will not, unless absolutely necessary, be detailed for duty.

**139.** On R. I. M. vessels, hired transports engaged in India, and freight ships, the complement of officers to be embarked for duty with details should be one for any strength between 20 and 75, and one officer extra for every additional 75 men. Of these officers one must be a captain if the details number between 150 and 300, or a field officer if above that strength, unless officers of these ranks are proceeding on duty in the same vessel and are available to command. The above officers, and all those accompanying units, etc., will form the ship's duty complement. All officers of the British service entitled to passage (with the exception of half pay or retired officers) are available for duty. Not-entitled passengers should not be detailed for duty except in unavoidable circumstances.

**140.** The above scales are exclusive of medical officers, who will be detailed as considered necessary by the D. M. S., India, for voyages to the U. K. or the colonies, and by the O. C. at the port of embarkation for voyages within Indian limits.

**141.** When the complement of officers for duty cannot be made up from those proceeding with the troops or on leave, officers of the British service should be detailed, and they will be given a free return passage to their station if they re-embark within the period of leave admissible under A. R., I., Vol. II, or without reference to this limit if detailed by competent authority to admit of their returning by a govt. or hired transport.





**Duties on boardship.**

**142.** In all matters not dealt with in these regulations the Duties on orders contained in the K. R. relating to duties on boardship boardship will apply to all voyages whether within or beyond Indian limits.

**Disembarkations.**

**143.** The disembarkation of troops will be carried out in General accordance with the rules contained in the K. R., and such disembarkation local orders as may be issued by the O. C. at the port of dis- embarkation.

**144.** The disembarkation returns to be rendered by British Disembarkation troops moving between India, the U. K., and the colonies, are returns detailed in the K. R., and the local instructions placed on board. For movements of British or Indian troops within Indian limits, two copies of I. A. F. T-1732 are alone required, one copy being retained by the O. C. at the port of disembarkation, and the other transmitted to the Divl. Comdr.

In the case of Indian units arriving in India from the colonies one additional copy of I. A. F. T-1732 will be furnished by the O. C. at the port of disembarkation to the W. O.

**145.** In the case of R. I. M. vessels, hired transports or freight ships engaged in India, the voyage report will be prepared on I. A. F. T-1735.

**Animals.**

**146.** When spare horse stalls are available on the Indian- Horses on Home service transports, they may, under the orders of the Home-Indian O. C. at the port of embarkation and with the concurrence of trans- ports. the marine authorities, be used for the chargers of officers proceeding to the U. K. or the colonies. Forage and horse gear will be supplied by govt., and charged for at a daily rate of two shillings and one shilling respectively, the amount due, calculated according to the average duration of the voyage, being paid before embarkation to the embarking officer who will credit the amount to govt. The owners must make arrangements for the care of the animals, and accept all risks during the voyage.

**147.** In voyages within Indian limits or to and from Animals on "beyond sea" stations by R. I. M. vessels or hired transports, R. I. M. when chargers or other animals belonging to officers are em- vessels, etc. barked, the forage required is to be shipped by the S. and T. corps, and the owner will pay the prescribed forage rate before disembarkation. This rate includes the authorized purserage fee.

**148.** The embarkation, disembarkation, management, and Government care of govt. animals conveyed by sea, will be conducted animals. as laid down in the K. R.

**149.** Not more than eight dogs should be embarked in any vessel conveying troops. Those who wish to embark dogs for the U. K. will be responsible for obtaining the required license from the Board of Agriculture before the dogs can be allowed Dogs and birds.

to land. Birds may be embarked at the discretion of the O. C. at the port of embarkation.

### Accommodation by river.

#### Accommodation

**150.** The accommodation to be provided on river steamers for individuals travelling under military rules is as follows:—

#### 1st Class.

All British officers, lady nurses, Indian aides-de-camp, civilian employés entitled to 1st class accommodation by railway, and their families.

*Note.—* Officers entitled to reserved accommodation by rail under clauses I—IV, para. 158, will be provided with a reserved two-berth cabin.

#### 2nd Class.

All departmental warrant and N. C. O's, regimental warrant and class I. N. C. O's, Indian officers, sub-assistant surgeons, civilian subordinates entitled to 2nd class accommodation by railway, and their families (or upper class where there are only two classes).

Civilian subordinates entitled to intermediate class accommodation by railway, and their families (where there are only two classes of accommodation passage will be allotted in the lower class, or if there are four classes, in the 3rd class).

Wives and children of other British soldiers, and their husbands when accompanying them.

All British soldiers on Assam river routes.

U. L. instructors of Volunteer corps on Burma river routes.

Armament artificers of Fulta armaments between Fort Fulta and Fort William.

#### Deck.

All other British soldiers on Burma river routes.

All other Indian soldiers, followers, and their families, on any route.

When a steamer is partially or wholly chartered for the conveyance of troops, deck space should be given as follows:—

*Europeans.*—Not less than 6 feet by 2 feet for each adult and child over 10, or every two children under 10 years of age, on voyages of over 24 hours duration, or on any voyage during the rains or hot season. On other voyages 6 feet by  $1\frac{1}{2}$  feet.

*Indian.*—Not less than 6 feet by 2 feet for each adult on voyages of over 24 hours duration. On all other voyages 6 feet by  $1\frac{1}{2}$  feet.

#### Hospital accommodation.

**151.** When more than 50 men are embarked, and the existing hospital arrangements of the vessel are considered inadequate, space to accommodate 5 per cent. of the whole strength, at 7 by  $2\frac{1}{2}$  feet each, may be specially reserved for hospital purposes.





**152.** Officers and other 1st class passengers will pay their Messing expenses of individuals not drawing travelling allowances. bills, at the contract rate, if any, before disembarkation, recovering by contingent bill the excess over the messing rates shown in para. 113, supported by the receipted bill for the amount paid. All 2nd class passengers, other than Indian officers and sub-assistant surgeons, are messed free, the requisition for passage being endorsed "with diet," and the amount due being included by the company in the passage claim. In the case of Indian civilian subordinates and peons, who, being entitled to free messing, are not so provisioned or who owing to religious scruples make their own arrangements, compensation may be drawn at the rate of three-tenths of their salary, but not more than Rs. 3, nor less than 5½ annas per diem.

**153.** When cooked rations will not suffice, parties of not more than seven Europeans should be given passage "with diet," and substituted by the commander of the vessel at the contract or other rate in force, the amount due being included in the passage claim. For larger parties the S. and T. corps will ship the required provisions in charge of an agent who will issue them daily on the requisition of the O. C. Rationing of British soldiers.

**154.** When river steamers are chartered for the conveyance of troops, the arrangements of the vessel, particularly in respect of latrines, cooking places, hospital, ventilation, protection from the weather, and baggage space, should be inspected by the embarking staff officer, accompanied by a medical officer, if possible, and any defects remedied as far as practicable before the troops embark. Preliminary inspection of troop boats.

**155.** The O. C. should issue such orders and make such arrangements as will ensure all baggage, stores, and arms being conveniently and securely stowed, the cleanliness of all portions of the steamer used by the troops, and the prevention of fire and other accidents. Troops landed for exercise should not be permitted to enter villages, etc. The medical officer in charge will be responsible that a sufficient stock of medicines, medical comforts, and disinfectants are shipped, and that all necessary sanitary precautions are taken during the voyage. General rules on troop boats.

**156.** A return on I. A. F. T-1733 will be furnished to the Returns. embarking and disembarking staff officers.

### Accommodation by railway.

**157.** The military traffic rules and rates are given in Appendix V. Government troop traffic has priority over all other traffic.

**158.** The railway accommodation to which individuals travelling under military rules, are entitled, is detailed below; but when any special accommodation allowed cannot be provided, no claim for compensation is admissible. Railway accommodations.

### SPECIAL.

#### I.—The C.-in-C. and staff.

(a) Broad-gauge state saloons Nos. 26 and 27 O. R. R. have been placed at the disposal of the C.-in.-C. On other

than broad-gauge lines the C.-in-C. is entitled to a saloon carriage for himself.

(b) The personal staff accompanying His Excellency when travelling in ordinary trains may obtain reserved accommodation on the scale of three officers to a four-berth compartment, or two to a three-berth compartment on other than broad-gauge lines.

(c) Establishments and servants accompanying His Excellency will, in ordinary trains, travel with the general public, or obtain reserved accommodation under the general traffic rules. Horse boxes will be attached to trains as found practicable by the railway authorities.

(d) The C.-in-C. may travel by special train whenever he thinks it necessary, the number of vehicles (including brake-vans) composing such train being limited to the load of one engine as fixed by the railway administration concerned for ordinary trains running at the same speed. Accommodation will ordinarily be provided as in (a), (b) and (c), but any vehicles required to make a minimum train may be used.

(e) When travelling by other than special train, separate arrival and departure platforms, or special platform accommodation should be provided for the C.-in-C.

### *II.—Army Commander and Staff.*

(a) A special saloon carriage is authorised for the exclusive use of an Army Commander, when travelling on duty over broad-gauge lines. When travelling on lines other than the broad-gauge, a reserved carriage will be provided if available, otherwise a reserve compartment.

(b) Such general and personal staff officers as cannot be accommodated in the Army Commander's carriage will be allotted :—

Three officers or less—one 1st class compartment.

More than three officers—one 1st class carriage.

(c) Office establishments will travel with the general public. Horse boxes will be attached to trains as found practicable by the railway authorities.

(d) When travelling otherwise than on duty, an Army Commander may use his special carriage, and the charge for the same will be paid by Government, but the ordinary fares that would be paid if such accommodation was not provided, will be payable by the Army Commander.

### *III.—Inspecting Officers, Army Headquarters.*

(a) The C. G. S. has been allotted saloon No. 12. The A. G., India, Q. M. G., India, D. M. S., India, Director-





General, M. W., Inspectors of Cavalry and Volunteers, Director of S. and T., and Inspector of R. H. and R. F. A. are entitled to reserved inspection carriages over broad-gauge lines, and railway administrations will provide any suitable carriage from their stock.

When travelling on lines of other than the broad-gauge, these officers will be entitled to a reserved carriage if available, otherwise to a reserved compartment.

(b) Directors-General of Ordnance and Army Remount Department, the Inspector of R. G. A., and his staff officer; the Director of farms; the Director of Staff Duties and Military Training; and the G. S. O., 1st grade, Training Section (S. D. 3) G. S. Branch; when travelling on tours of inspection are allowed a reserved compartment of a 1st class carriage.

#### 1ST CLASS.

*IV.—All other British officers, Indian aid-de-camp, lady nurses, civil chief master armourers, and other civilians holding appointments the pay or maximum pay of which exceeds Rs. 500 per mensem.*

When travelling by troop extra train one berth per individual is authorised. When they draw travelling allowance, they are entitled to the same accommodation as the public.

#### 2ND CLASS.

*V.—Warrant officers; civilian bandmaster; N. C. O.'s classes I and II; British military medical pupils; Indian officers, sub-assistant surgeons; 1st and 2nd grade transport veterinary assistants; wives and children of these classes and of all other British soldiers; schoolmistresses and their children; and probationers selected for training as army schoolmistresses.*

The accommodation to be provided will be the same as is allowed to the public (but see para. 159).

#### VI.—Sick and invalids.

(a) One 2nd class carriage, in which one berth will be allotted to the medical subordinate and his stores, will be reserved for hospital purposes, in a troop extra train.

(b) Invalids will be conveyed in carriages having latrines and if possible, lavatory accommodation; or in serious cases in invalid hospital or ambulance carriages. Lying down accommodation will be allotted in 2nd class carriages, those incapable of sitting up being given a whole berth, and others such accommodation as may be considered necessary by the medical authorities.

VII.—*All other British soldiers; Indian non-commissioned officer and their families; and all other Indian soldiers except when proceeding on or returning from furlough or travelling on duty singly or in small parties not exceeding four in number.*

But when railways cannot provide 2nd class carriages, other carriages accepted as suitable for the conveyance of troops in accordance with the numbers marked thereon.

VIII.—*Civilian subordinates and other Civilians whose pay or maximum pay exceeds Rs. 100 per mensem.*

IX.—*Civilian subordinates whose pay is not less than Rs. 50 per mensem, when accompanying His Excellency the C.-in-C. on tour.*

#### INTERMEDIATE CLASS.

X.—*Civilian subordinates whose pay or maximum pay does not exceed Rs. 100 per mensem, and 3rd and 4th grade transport veterinary assistants.*

But if there is no intermediate class accommodation ordinarily provided on the line by which required to travel, then—

- (a) Where there are only two classes—the lower class;
- (b) Where there are three classes—if the man's pay is not less than Rs. 30, 2nd class, otherwise 3rd class.

#### 3RD CLASS.

XI.—*Indian N. C. O's. and all other Indian soldiers, when proceeding on or returning from furlough, or travelling on duty singly or in small parties not exceeding four in number, and their families; Indian military medical pupils; recruit boys; public followers, and their families; menials; private followers.*

#### GENERAL.

XII.—Insane and military prisoners, with their escorts, will always be accommodated in a reserved compartment in 1st class in the case of officers, and in 2nd class in the case of others.

XIII.—The families of officers and civilian subordinates will not travel by special troop train, but draw travelling allowances and make their own arrangements.

XIV.—Children above 12 years of age receive accommodation as adults, those under 12 half that scale, and those under three are allowed no special accommodation.

XV.—On railways having only <sup>upper</sup><sub>lower</sub> class accommodation, this will be considered to represent <sup>1st</sup><sub>2nd and 3rd</sub> classes on other railways; but warrant officers, non-commissioned officers,





classes I and II, Indian officers, sub-assistant surgeons, and the families of these classes; also civilian subordinates whose pay or maximum pay exceeds Rs. 100 per mensem; will be given upper class accommodation.

XVI.—Married men may travel in the same compartment as their families, provided that this does not necessitate the provision of an additional vehicle.

**159.** The number of soldiers to be accommodated in all classes of stock is marked on each vehicle, and should ordinarily be adhered to. Should, however, it be found necessary in special circumstances to accommodate more than the authorised number, any in excess of the marked military carrying capacity will be paid for at the contract or tariff rates prescribed in the schedule of charges. In the case of troops proceeding to or from a port *en route* to or from the U. K. or the colonies when hammocks are not provided and the journey exceeds 700 miles, the number of men to be accommodated will be 5/6th of the number marked.

The accommodation for individuals not subject to the A. A. or I. A. A. will be on the same scale as for the public.

**160.** Whenever a new line of railway is opened, or a new New railway type of stock introduced on any railway, the Divl. Comdr. stock. within whose area the railway hqrs. may be, will, in consultation with the chief railway officer, assemble a committee to determine—by practical test, whenever possible—the number of soldiers that can be accommodated in each type of 2nd, intermediate, or 3rd class carriage. The M. D. will be represented thereon by an officer of the Bde. or Divl. staff, two regimental officers of experience, and a medical officer. The recommendations of the committee should be submitted to the Q. M. G., India, and until orders are received and the carriages are marked, the number of soldiers allotable to such carriages will be restricted to :—

2nd class.

The public carrying capacity.

Any class lower than second.	Standard gauge—3 soldiers to every 5 seats for the public. Metre or lower gauge—4 soldiers to every 8 seats for the public.
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#### General rules.

**161.** It is the duty of the railway authorities to report by telegraph to the Divl. Comdr. concerned any interruption of military traffic which will exceed twelve hours, or involve the transhipment of passengers. The Divl. Comdr. will inform the Q. M. G., India, and others concerned by telegraph.

**162.** When a new line or extension is opened for traffic, the G. O. C. the division or independent brigade will publish the particulars and the extent to which it can be at once used for military traffic, in divisional or brigade orders. In the case of a line likely to be convenient for the movement of large bodies of troops, a detailed report of the rest camp and other arrangements, and their cost, which the G. O. C. divi-

Carrying  
capacity  
of car-  
riages.

sion or independent brigade may consider necessary, will also be submitted to the Q. M. G., India.

Arrange-  
ments for  
despatch.

**163.** O. C. units will arrange for the despatch of all ranks and followers serving under them and of animals and stores on their charge. But they will inform the local administrative staff officer before arranging for their despatch so that, if there are any parties from other units or any other consignments of stores or animals to be sent to the same destination on or about the same date, the local administrative staff officer can make the necessary railway arrangements for the whole.

Railway  
authorities  
to be ad-  
dressed.

**164.** All arrangements for troop extra trains, and invalid or ambulance carriages, must be made with district traffic superintendents, at least 48 hours' notice being given at Howrah, Allahabad, Madras, and Bombay, and 96 hours' at other stations (See I. A. F. T-1705). Arrangements for reserved carriages or compartments, horse-boxes or wagons, or for the despatch of more than ten individuals in public carriages, by ordinary trains, should be made with stationmasters, 96 hours' notice being given ordinarily when the journey extends over and involves arrangement with other railways, and at least 24 hours in other cases (See I. A. F. T-1706).

Routes,  
etc., to be  
used.

**165.** All troops, unless medical or military reasons render the use of an alternative route desirable, will ordinarily travel by the main route (see definitions). Except when proceeding to Pasteur Institutes or in other special cases rendering this desirable, contract 2nd or 3rd class passengers should not be despatched in mail trains by which the public are not booked at 3rd class fares. The actual route, and class of train, ordered, should be entered on the warrant.

Troops and other individuals travelling at the public expense between Bombay and Karachi during the monsoon, and on days on which no steamer of the B. I. S. N. Co. is leaving within a convenient time of their arrival at the port, may travel by rail on the certificate of the G. O. C., Bombay or Karachi Brigade, that they were required to travel by this method.

Through  
booking.

**166.** Except in the following cases:—

Details proceeding to

Kasauli  
Murree Hills

{ to be booked to ~~Rawal Pindi~~ <sup>Kalka</sup> only, and onward journey arranged by the ~~rest camp subordinate~~ <sup>S. S. C.</sup> see Appx. VI;

Subathu  
Sanawar

{ to be booked to Dharmpore only, passage warrants (I. A. F. T-1712) should be sent to the <sup>subordinate in S. and T. charge</sup> pony contractor at Dharmpore 36 hours in advance,

all military passengers should be booked through to destination, and given warrants for the entire journey, as well as for the return journey if required, before leaving their original stations. For journeys over the Darjeeling-Himalayan railway separate warrants must be issued and the moves of other than individuals to Darjeeling should be arranged in com-





munication with the G. O. C., Presidency Bde. Where return tickets are issued at reduced rates (see Appx. V), the concession should be taken full advantage of, particularly in the case of tariff rate passengers, one warrant only being made out and endorsed "To.....and back," and a note made and signed on the reverse of the warrant of the period for which the return ticket is to be issued. Proposed breaks of journey can also be entered on the warrant, but journeys on one warrant must be completed within the railway time allowance of 24 hours per 100 miles or part of 100 miles travelled, added to the ordinary through timing.

### 167. Cancelled.

**167A.** (i) In the event of any infectious disease occurring among troops travelling by rail, the officer or subordinate in charge of the party or train will at once report the fact by telegram to the Commander of the Brigade in which the disease may appear, and repeat it to the O. C. the next military station to be passed *en route*, and the O. C. the station of destination.

(ii) The Commander of the Brigade in which the disease has occurred will decide, in communication with his medical advisers, whether the whole or any portion of the party are to be detained at any convenient place; he will make all necessary arrangements and telegraph his orders to the O. C. the nearest military station at which the telegram is likely to catch the train conveying the infected troops. He will report the action taken at once, by telegram to the Q. M. G. in India and his Divl. Comdr., and repeat it to any other commanders of Divisions concerned in the movement, to the O. C. the station of destination, and also to the D. M. S. in India in the case of plague or cholera or when the outbreak is severe.

(iii) In the case of large concentrations of troops moving on a pre-arranged railway programme, the O. C. the troop train in which cholera or infectious disease occurs will at once inform the R. T. O. at the next long halt relief camp, repeating to the O. C. the nearest military station, his Bde. Comdr., and the S. O. at the place of concentration. The R. T. O. will decide in consultation with his medical adviser whether the troops are to be detained at the relief camp and take all action laid down in the Railway Manual, War, Chap. III, Section 26, para. 17.

**168.** The maximum and minimum number of vehicles for troop trains is given in Appx. XI (a). The maximum number of special troop carriages that can be attached to an ordinary train, is given in Appx. XI (b).

When a party of troops is insufficient to fill the minimum number of vehicles laid down for a troop train, the despatching officer should requisition for a troop train only when the exigencies of the service demand it. In such cases he should notify despatching officers at intermediate stations, so that the spare accommodation may be utilised.

### 169. Cancelled.

### 170. Cancelled.

Troop  
trains and  
reserved  
troop  
carriages.

Conveyance  
of animals  
and stores by  
ordinary  
trains.

**171.** In cases of emergency, trucks and wagons conveying animals and stores may be attached, under the above rule, to ordinary trains on the following railways only:—

To both slow passenger and mixed trains.

East Indian.

North Western.

Nizam's Guaranteed State [in the case of passenger trains, only vacuum braked vehicles].

Indian Midland section, G. I. P.

Eastern Bengal.

Bengal Nagpur.

Bengal and North-Western.

Oudh and Rohilkhand.

Bengal Dooars.

To mixed trains only.

Great Indian Peninsula (excluding Indian Midland section).

Lucknow-Bareilly section, Rohilkund and Kumaon.

Rajputana-Malwa.

South Indian.

Madras and Southern Mahratta.

Morvi.

### 172. Cancelled.

Ammunition  
and explo-  
sives.

**173.** Special arrangements must always be made with the railway authorities for the carriage of ammunition and explosives, whether accompanying troops, or otherwise, see the detailed instructions given in the Magazine Regs.

Treasure.

**174.** Govt. treasure should be conveyed under escort in a separate vehicle or compartment, accessible only to the escort or railway guards, and the O. C. the escort will make all arrangements for its safety *en route*.

Arrange-  
ments for  
convey-  
ance of  
chargers.

**175.** Officers will ordinarily draw travelling allowance for their chargers and will make their own arrangements with the railway for their despatch. When travelling on warrant M. T. R. No. 12, Appx. V, will apply, but chargers will only travel on warrant by troop special train.

Convey-  
ance of  
private  
horses.

**175A.** When there is spare accommodation, not required for authorised chargers, in horse boxes on troop trains, officers of the unit or units travelling on the train, may be permitted, at the discretion of the O. C., to make use of it free of charge for their unauthorised chargers, in order of juniority.

Convey-  
ance of  
animals  
other than  
chargers.

**175B.** Animals, other than chargers, should be despatched by goods or mixed trains, unless military reasons demand their despatch by passenger train, or troop special train. See M. T. R. No. 12, Appx. V.

### 176. Cancelled.

Marshalling  
and loading  
of troop  
extra trains.

**177.** The arrangement of vehicles on troop extra trains will be decided by the railway authorities in concert with the despatching officer, and once made over cannot be interfered with; but the despatching officer should point out in writing any irregularities in respect of the fittings or types of vehicles, position of ammunition vans, etc. The despatching officer will be responsible that the vehicles are properly filled, and will not be interfered with by the railway officials so long as the carrying capacity of any vehicle is not exceeded.

Time table  
for troop  
extra train.

**178.** When a troop extra train is requisitioned the traffic manager will be given full information as to the desired hour and date of departure from original station, halts required *en route* and their duration, and time of arrival at destination,





to admit of his arranging the time table. No departure from this time table is permissible without the consent of the railway authorities concerned.

**179.** All military passengers not drawing travelling allowances will be booked on I. A. F. T-1707 which will be completed as therein directed, and exchanged at the booking office for a ticket. Except by troop trains, separate warrants must be issued for chargers, the number and date of the officer's personal warrant being noted thereon for audit purposes.

The entries on the warrant in columns 1, 2, 3 and 5, will be filled in by the despatching officer and any alterations in these entries will be attested by him. The entries in column 4 will be made by the despatching officer or, in his absence, the officer or, N. C. O. in charge of the party travelling, and will show the exact number of each class of vehicle and its marked military carrying capacity. In the case of small parties and consignments, the exact accommodation provided by the railway must be shown. As these entries form the basis of payment, it is essential that the entries should be correctly made.

**180.** Warrants should ordinarily only be altered under the signature of the issuing officers, but where this is impossible, the O. C. the troops should make the required alteration, and report their nature, and the reasons for the same, to the issuing officer for correction of the counterfoil warrant, and communication to the C. M. S. Accts.

**181.** Cancelled.

**182.** Each party despatched must be furnished with a time bill of their journey, on I. A. F. T-1721, which should ordinarily be adhered to. Any necessary deviation therefrom must be endorsed on the bill by the individual authorizing it, and communicated to any rest camps at which the party will halt, also to the authorities at destination.

**183.** Despatching officers will be responsible that 48 hours' notice of despatch of parties, or of animals, ammunition, treasure, or stores, is sent, if possible, to staff officers (or individuals in charge of rest camps not located in military stations) at (1) all intermediate halting stages, (2) any intermediate station to which booked for onward despatch, and (3) at final destination, to admit of arrangements being made for their reception, and onward progress if necessary. This notice should ordinarily be sent by post on I. A. F. T-1710, but if time will not admit of this, then by telegraph. The departure of a troop extra train must also be reported by telegraph from stage to stage.

**184.** When necessary an officer, and a N. C. O., should precede mounted troops to arrange for the watering of the animals *en route*. Before despatching animals and ordnance it should also be ascertained whether facilities exist, or will be provided, for their entrainment and detrainment.

**185.** Pakhali bullocks may accompany a unit moving by rail into camp, or when their conveyance would be more convenient or less expensive than the procedure prescribed in A. R., I., Vol. II.

Railway  
warrant  
form.

**88 General railway rules—Soldiers' dogs, etc.—  
Railway baggage rules.**

Adherence  
to railway  
rules.

**186.** All ranks should be warned of the heavy responsibility they incur by any interference with traffic arrangements, and that it is incumbent on them to co-operate with the railway authorities, and conform to the railway rules.

Dogs,  
birds, etc.

**187.** Soldiers' dogs or other animals, and birds, are conveyed at the rates and under the conditions prescribed in Appx. V.

**Baggage rules.**

**188.** Cancelled.

**189.** Cancelled.

Stores  
and equip-  
ment des-  
patched  
by troop  
trains.

**190.** The despatching officer will be responsible that vehicles on troop trains, for stores, equipment and regimental property, are properly loaded up to their carrying capacity.

The total charges will be paid by Government and the cost of baggage in excess of the authorized amount, recovered from the unit by the Senior C. M. S. A. The exact amount of vehicle accommodation taken up by regimental property must be entered on the warrant, and officers concerned will satisfy themselves before departure of the train that the entries made thereon are correct.

Carriage of  
dangerous,  
offensive, or  
valuable  
goods.

**191.** All ranks are warned of the prohibition against baggage containing dangerous or offensive goods, any breach of which is punishable by a fine which may extend to Rs. 500, in addition to the individual being held responsible for any loss, injury, or damage, caused thereby, and commanding officers will be held responsible that such articles are not packed in kits. All baggage containing money or other valuable property must, if valued at over Rs. 100, be specially booked and insured, otherwise the railway will not accept responsibility. Detailed information as to the articles included in the above classes may be obtained at any railway station.

Losses of  
baggage, etc.

**192.** In all cases of the loss of govt. or other property in transit by rail, the O. C. troops is responsible that a thorough investigation is at once made, and the result reported to the local staff officer for further necessary action. Soldiers travelling by ordinary train should be warned not to deliver up their ticket until they have taken over their baggage. Should any baggage be missing the person in charge of the party or individual concerned will at once report the fact to the stationmaster, endorse the ticket with a note of the deficient baggage before handing it over, and obtain from the stationmaster a signed copy of the ticket and endorsement. The matter should then be reported to the O. C., who will be responsible for taking all necessary action with the railway authorities to recover the property or obtain compensation in lieu. If not satisfactorily settled within a reasonable period, the matter should be referred to two arbiters, one nominated by the O. C. and the other by the local railway authorities, and if these cannot agree the case may be referred to a third





arbiter, whose decision will be final. If the matter cannot be settled locally in the above manner, a reference should be made to divl. hqrs.

**193.** Troops will not be separated from their kits and bedding, except in the case of large bodies moving for direct embarkation to ports or *vice versa*, when the heavy baggage may be despatched, under escort, in advance by a special baggage train. During the winter months the men should always take their blankets with them in the carriages. Baggage likely to be required *en route* should be stowed so as to be readily accessible.

**194.** In troop extra trains padlocks and keys for securing the doors of the baggage wagons on both sides will be handed over by the railway authorities to the O. C., who is responsible for the safe custody of the baggage *en route*, and for the return of the padlocks and keys to the stationmaster at destination. Receipts will be obtained on all occasions of the transfer of the padlocks and keys. Should, however, the railway detach, or in any way assume charge of the contents of a wagon, they become responsible, but the keys will be retained by the O. C.

**195.** Labour may be hired to load and unload the baggage of invalids and families of British soldiers, also for British soldiers' baggage at stations in the Presidency Brigade at Saseon dock, Bombay, and at Keamari, at all times on application to the S. and T. Corps, and at other stations when the O. C. the station considers it necessary on the advice of the medical authorities.

Coolies  
for load-  
ing and  
unloading  
baggage.

### Rest camps.

**196.** Rest camps or barracks at which troops travelling by rail may rest, and be rationed, are equipped with S. and T., medical, cooking, and conservancy establishments, also a coffee shop if possible. They may be opened annually at the following places, between such dates as the Divl. Comdr. concerned may decide:—

Rawal Pindi, Kalka, Jhansi, Bareilly, Dehra Dun.

NOTE.—In all other cases small parties should, if possible, be attached to units in garrison during any temporary halt, but a Divl. Comdr. may, under his financial powers, authorize the temporary establishment of rest camps at other places whenever exceptional circumstances render this necessary.

**197.** The rest camp is under the O. C. the station, or, if not located at a military station, the O. C. the nearest station. The transport officer or rest camp serjeant in charge will conduct all parties from and to the railway station, and will be responsible for the cleanliness, sanitation, and good order of the camp, and for the care of all govt. property therein; for the prevention of fire, and for restricting the sale of undesirable articles; for the exclusion of all persons without passes; and for the immediate recovery of the value of any wilful damage done to govt. property from the detachment concerned. Also for the submission by the troops concerned of arrival and departure reports on I. A. F. T-1708, for

which he will supply the required forms. He is also responsible that all parties are warned, as soon as possible, of the hour of their onward despatch; and that due notice is given of the strength of parties proceeding to other rest camps, and of the time at which they may be expected, so as to admit of the required rations and carriage being provided, and of a meal being prepared, before their arrival. The O. C. the station should draw up such standing orders dealing with these and other matters, including the rationing of the camp, as will meet local conditions. These should be communicated to all ranks using the camp. Officers accompanying troops need not report themselves personally to the O. C. the station.

Conveyance  
of details,  
and baggage  
to and from  
rest camps.

**198.** On receipt of notice of the arrival of troops, the S. S. O., or the rest camp serjeant when the rest camp is not located in a military station, will obtain such carriage as may be required to convey the families and invalids, and the public baggage of the troops, between the railway station and the rest camp, on arrival and departure.

### Refreshments.

Refreshments  
for individ-  
uals and  
small parties.

**199.** Soldiers and their families travelling alone or in small parties not under the command of an officer will, if the men are in uniform, be supplied, on application at second class refreshment rooms, with refreshments on payment at the following rates. To ensure the meals being ready, despatching officers will give the refreshment contractors concerned as much previous notice as possible if the party exceeds twenty, and at least 48 hours' notice if it exceeds ten. For parties below ten, the men should intimate their requirements to the guard of the train in order that notice may be given by telegraph—

- (i) For a standard meal consisting of a plate of meat, half a loaf of bread, and a pint of tea or coffee, . . . . . 6 annas.  
except on the Burma railway where a plate of curry and rice is also given and the charge is . . . . . 8 "  
or  
for a plate of meat and half a loaf of bread . . . . . 4 "  
for a pint of tea or coffee . . . . . 2 "  
or  
a cup of tea or coffee . . . . . 1 anna.
- (ii) One pint of beer for each man and woman may also be obtained on payment at the following rates:—  
for draught beer . . . . . 4 annas.  
or where draught beer is not kept, one pint bottle of beer . . . . . 6 "
- (iii) At all refreshment rooms controlled by Messrs. Kellner & Co., a hot breakfast or dinner, if preferred to the standard meal and the individuals concerned pay the extra charge, will be supplied at twelve annas a meal. Aerated waters are also supplied at the following rates per bottle:—  
Soda 1 anna; lemonade or gingerade 2 annas; with ice 6 pies extra.

The intimation of requirements should separately state how many (1) standard meals with or without tea or coffee, (2) pints of beer, and (3) hot breakfast or dinners (in the cases of Messrs. Kellner's refreshment rooms only), are required.





**200—202.**

**Refreshments—Examination of vehicles—  
Entrainment and detrainment of troops.**

91

**200.** When large bodies of troops travel, the officer in command may permit the men to obtain a moderate amount of liquor from the railway refreshment rooms on payment, but will be responsible that such issues are properly supervised and carried out in perfect order.

Recovery  
of charge  
for  
damages.

**Examination of vehicles.**

**201.** Before the train starts all vehicles occupied by troops and govt. animals will be examined by an officer, or the Senior N. C. O. if no officer is travelling in charge, in company with a railway official.

They will draw up a list of all deficiencies and damaged fittings which both will sign, and will see that the doors of all wagons containing govt. stores and troop baggage are securely fastened. On arrival at destination a similar examination will be held and the condition of the train or carriages compared with the list. Any culpable damages found to have been done, will be assessed according to the Schedule in Appx. XIII and charged to the individual responsible. If the individual responsible cannot be discovered, the charges will be shared equally by all the individuals using the compartment or carriage, as the case may be, and paid for on the spot.

**Entrainment and detrainment of troops.**

**202.** In all movements of units or detachments by troop extra train the O. C. should issue such instructions for their detailed entrainment, the preservation of order *en route*, particularly during halts, and detrainment, as will meet the actual conditions of the movement. These instructions should follow the rules contained in para. 1433, K. R. and F. S. Manuals, as far as possible.

When allotting accommodation in troop trains, the numbers and units allotted will be marked with chalk on the foot-boards below the door of each carriage or compartment, and not on the sides of the carriages.

### Transport by Road.

**203.** When travelling allowances are not admissible, the following is the accommodation authorized for all ranks moving by road. See also Appx. VI.

C.-In.-G. The Q. G. S. or an Army Comdr. Major or brig- adier-general. Colonel, lieut- colonel, major or lady nurse. Other British officers, de- partmental warrant offi- cers, Indian aides-de-camp and clerks and draughtsmen of Army and Northern or Southern Army F'qrs. not drawing travelling allowances. British soldiers	Horse or tonga dak. (e)	Jhampan, obair, doolie or palkee dak.	Camel, mule or pony riding dak.	Eekas or tun- tums.	Bullock train carts (two-wheeled).	Country carts with two bullocks or their equivalent.
Discretionary. Discretionary, subject to tour grant not being exceeded.					Three carts. (d), (f)	
A whole carriage.					Two carts. (d), (f)	
Two seats (a)						If travelling singly one per cart, otherwise two per cart. Also one cart per British officer or Indian aide-de-camp for servants and baggage.
One, with two coolies for baggage, or a baggage animal in lieu if not more expensive.						
One, with two coolies for baggage, or a second animal in lieu if not more expensive.						
One seat (b), only admissible when unfit to proceed by other modes of conveyance.					See Appx. VI	One seat each, or three men per cart. (b), (c). If travelling singly, one per cart, otherwise two per cart. (g)
..	..	..	..	..	..	One, when this mode of transport is cheaper than bullock train carts.
Indian officers and sub-assistant surgeons.						





Other Indian soldiers.	..	..	One seat each, or four men per cart. (b)
Families of British soldiers.	(b) Same as allowed to the travelling public.	When carts cannot be used. Each woman with not more than one child under four years; one jhampan, etc., with six coolies. (8 coolies in hills north of Kalka.) Each child over 12; one or two children between 8 and 12; or one, two or three children under 8 years; one jhampan, etc., with four coolies.	One cart per three adults inclusive of the soldier if he accompanies, subject to a minimum of one cart per family if accompanied by any child or children. Each child over 12 years to count as an adult and under 12 as half an adult.
Families of Indian officers and sub-assistant surgeons.	..	..	..
Nepalese families of Gurkha regiments serving in Assam when moving in relief.	..	..	..

(a) Previous notice should, if possible, be given to the dāk committee to enable them to allot the required seats in the ordinary or mail conveyances, but when they cannot be so allotted and the warrant is ordered to that effect by the dāk company's agent a whole carriage may be supplied.

(b) When passengers are not booked by seats, whole carts will be engaged even if they can only be partially filled.

(c) Troops sent by bullock train are to be provisioned for the journey, or given an advance to meet their expenses, and should be warned to safeguard their arms and baggage en route.

(d) When moving on inspection duty in Assam the G. O. C., Lucknow Division, and his staff officers are allowed three carts only between Dibrupur and Manipur, and 46 coolies between Manipur and Silchar.

(e) Phatola may be used by the G. O. C., 6th Division, and his staff, when moving on inspection duty.

(f) Lady nurses, one cart.

(g) Whenever bullock carts are not available, the cheapest means of conveyance locally procurable will be allowed.

(h) Regimental warrant officers, and their families, if accompanying them, are allowed conveyance by a tonga, when available.

**Marches.*****General Instructions.*****General rules.**

**204.** Movements must be carried out by the authorized routes and by the prescribed stages, and no deviation therefrom should be made save in exceptional circumstances which should, with the consequent changes, be reported to the Divl. Comdr. and all others concerned. The hour at which marches should commence will be dictated by circumstances, and halts should ordinarily be made on Sundays.

**Road movement reports.**

**205.** In addition to the movement reports rendered under para. 10, the O. C. a unit or detachment exceeding 50 men moving by road should, when approaching any military station, or a station occupied by the Nizam's troops commanded by European officers, give, by means of I. A. F. T-1708, the local staff officer two days' notice of the arrival of the party, and also furnish him with a marching in report on the same form on arrival.

Any special occurrences or other matters which the O. C. may wish to bring to notice for correction of the route book, etc., should be reported by letter to the Divl. Comdr. concerned.

**Notices of movements.**

**206.** The G. O. C. the <sup>division</sup><sub>brigade</sub> from which troops originally move will send a copy of their itinerary to the G. O. C. at destination, and of each brigade to be passed through, for publication in <sup>division</sup><sub>brigade</sub> orders. Any changes made *en route* should be communicated by the O. C. the troops to those concerned.

**Miscellaneous reports.**

**207.** Assistant surgeons in medical charge of detachments will report to the S. M. O. of each station they pass through, the strength of the detachment, with the number of sick and their ailments. When Indian officers or N. C. O's are in command of parties they will report personally to the S. S. O. of each station *en route*, who will prepare and despatch any necessary movement reports.

**Departmental officers to be informed.**

**208.** The Divl. and Bde. Comdr., and the O. C. the station, will be responsible that all orders for the movements of troops received or issued by them, are communicated to their departmental and other officers concerned.

**General arrangements and sanitary measures.**

**209.** The orders regarding camping arrangements and sanitary measures in F. S. R., Parts I, and II; F. S. pocket book; and military engineering, Part V, will be followed by all units marching in India. The spaces there given for camps in war may be extended in peace at the discretion of the O. C. according to local conditions. Instructions for pitching and striking tents peculiar to India are given in Appendix XII.

**Care of camping grounds.**

**210.** The civil authorities are responsible for the maintenance of all established camping grounds outside cantonments in good order. Whenever movements are ordered the





Bde. Comdr. will intimate to the civil officers concerned (see route books), the routes which will be used in order that the wells, etc., may be cleaned out beforehand. When they have not been in regular use for some time, the Bde. Comdr. will have them inspected by a medical officer, before they are to be used.

**211.** Camping grounds will not be cultivated, but should be kept clear of jungle growth and planted with suitable shade trees: any expenditure on this account must be met locally.

**212. (a)** Bde. Comdr. will compile and keep on record a history of each camping ground on the routes in their brigade areas. The history of each camp will record all details of the camp, the proximity of villages, railway stations, telegraph offices, and the supplies locally obtainable, and also whether any disease is prevalent in the neighbourhood at any time of the year. The position of wells or water-supply will be indicated, as well as the positions most suitable for troops, transport animals, and the burial of refuse.

(b) The Bde. Comdr. is responsible that any information regarding camping grounds in his area, which it may be necessary to know, is communicated to all units about to march through it.

**213. (a)** On receipt of orders involving marching, the O. C. the unit will communicate to each civil or political officer *en route* (see route books) an itinerary of the march through their jurisdiction giving the strength of the party and the probable date of arrival at ferries or other points where special assistance is required from the civil authorities. The political or district civil officer will make such arrangements as he considers necessary to assist the troops and detail an official to accompany them and carry out the wishes of the O. C.

(b) This civil official is attached to the troops to act generally as the medium of communication between the O. C. and the subordinate Indian official and inhabitants. The O. C. will not interfere with, or exercise any authority, over him in the performance of his duties, but should report any neglect or inattention on his part to the district civil officer concerned.

The O. C. troops is responsible for damage to govt. or private property whether by troops or followers or personnel or hired transport. Any complaints from the inhabitants should be enquired into on the spot at once and settled, if possible, before leaving the camp.

**214.** An advance party, commanded by an officer if possible, should usually precede a unit to lay out the camp, and see to the watering arrangements, etc., before the main body arrives. If the bullocks and well gear required for drawing water from the wells in the camping grounds cannot be obtained free, hiring at the expense of the State may be resorted to. All charges, however, connected with the supply

Cultivation of camping grounds.

Record of camping grounds.

Notice to civil authorities.

Duties of civil official.

Responsibilities of O. C.

Order of march.

## 98 Marches—Duties on the March—Carriage.

of water to troops on the line of march to and from, and in training camps, at other than at established camping grounds, should be debited to the annual training grant.

D&k bunglow and serai fees.

Outbreak of infectious disease.

**215.** All soldiers using d&k bungalows or serais must pay the usual fees.

**216.** In marching through tracts where infectious disease may be prevalent, such sanitary and other precautions as the medical officer considers necessary must be carefully observed, and in no circumstances should troops be encamped on ground where cholera has recently shown itself. The G. O. C. Bde. area, in which infectious disease is reported to be prevalent, will be responsible for taking any action necessary to divert a unit from its original route. In the event of an outbreak of any infectious disease during a march, the party should ordinarily halt at once, and take such immediate measures to check the spread of the disease as the medical officer may consider desirable, a telegraphic report should be made to the O. C. Bde. in whose area the party is marching, who will, in consultation with the A. D. M. S. and D. D. M. S., issue such instructions as circumstances may dictate, and report the action taken to the Divl. Comdr. While the sickness lasts the O. C. will send daily reports by telegraph, if possible, to the D. D. M. S. or A. D. M. S., or in the case of cholera as laid down in A. R., I., Volume VI. These reports should give the names of any British officers attacked.

**217.** The O. C. every unit is responsible that any camping ground that has been used by it is left in a clean and sanitary condition ready for occupation by another unit.

**218.** Cancelled.

**219.** Cancelled.

**220.** Cancelled.

**221.** Cancelled.

General rules.

### Carriage.

**222.** Immediately a corps or detachment receives its final movement orders, separate requisitions on I. A. F. Z-2150 for the public and private carriage required, should be sent to the local S. and T. officer. The indents will be complied with by the S. and T. corps, either by the supply of govt. transport, contract carriage, or hired carriage obtained by requisition from the local civil authorities. When the aid of the civil authorities is required the rules in Appx. VII will be followed.

Requisition at out-stations, or from batta drawing units.

**223.** Where there is no representative of the S. and T. corps, if sufficient govt. transport is available under the orders of the O. C. the station to meet requirements, the requisitions may be submitted to and dealt with by him, otherwise they will be sent to the nearest S. and T. officer, who will





either provide, or authorize the O. C. the unit to arrange direct with the local civil authorities for the required hired carriage. Batta drawing units should ordinarily make their own arrangements for the supply of the carriage required for other than govt. property, but may indent for such carriage on payment under the above rules.

**224.** The O. C. will be responsible that animals are not overladen nor ill-treated, and that on arrival at destination or an exchanging station all carriage is released as early as possible. Animals must always be unloaded when crossing rivers in boats. Hired transport establishments not being amenable to military discipline, any serious misbehaviour on their part must be dealt with in communication with the civil authorities.

**225.** The S. and T. corps will adjust all charges on account of public and private carriage supplied under these rules, a valuation statement being submitted to the O. C. at the end of the march for the private carriage supplied.

**226.** Indian ranks enrolled in units of the late Madras Cart hire army before the 1st October 1901, whose families are recognized by govt. and permitted to reside in the regimental lines, are entitled, when their corps marches in relief and families are permitted to accompany it, to draw the difference between the carriage rates in force on or about the 1st November 1859, and those actually prevailing at the time of movement, for the following scale of family conveyance:—

Each Indian officer . . . . .	1 cart.
Each sub-assistant surgeon, havildar, dafadar, bugle, drum, fife, and farrier major . . . . .	½ "
Each naik, farrier, and drummer . . . . .	½ "
Each sepoy, sowar, lascar, pakhali, and recruit boy . . . . .	½ "

### Supplies.

**227.** The rationing of British soldiers and govt. animals, and the supply on payment to officers of British corps of any articles of rations required, on the march, devolve upon the S. and T. corps, and will be met either by contract arrangements, or by requisition on the civil or other authorities concerned, S. and T. subordinates being attached to receive and issue the supplies. The supply arrangements for Indian troops and followers devolve upon the O. C. the unit, and will ordinarily be met by requisition on the civil or other authorities concerned. Only one requisition need be submitted for British troops and their Indian followers, or for Indian corps equipped with govt. animals, being prepared conjointly by the S. and T. officer and the O. C.

**228.** Requisitions on I. A. F. S-1526 for the supplies required at each stage should ordinarily reach the district civil officer concerned (see route books), or in the case of cantonments the S. S. O. who will make all arrangements (in conjunction with the cantonment magistrate where there is one), at least a fortnight before the supplies are required. Separate

General system of supply.

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requisitions will be prepared to meet the requirements of advance parties. The requisition form enumerates the articles which can alone be demanded, any other articles must be arranged for privately. Any changes in dates, routes, or in the requisition, that may subsequently prove necessary, should be forthwith communicated to those concerned. Losses caused by such changes will only be borne by the state when the competent financial authority is satisfied that they were unavoidable. Those due to excessive estimates must be met by the corps.

Taking over supplies, etc.

**229.** (a) Each district civil officer will detail a civil official to assist, in supply matters, the C. O. of every large body of troops marching through his district: this civil official should report himself to the C. O. the day before the troops enter the district.

(b) When demands are made for articles which are not ordinarily kept in stock (*e.g.*, sheep, fowls and eggs), or which are rapidly perishable (*e.g.*, milk), the civil authorities will themselves purchase the supplies, convey them to the camping ground, and there hand them over in bulk to the O. C., together with a bill for the total amount due for the supplies at local rates, and for conveyance hire, if any. The O. C. will at once settle the bill for the supplies accepted (such supplies are liable, in the same manner as any others, to rejection by the committee referred to in para. 230 below), arrange for their retail issue and for the subsequent disposal of any surplus.

(c) If shops are, or can be, established, on or near the camping ground, articles other than those referred to in (b) will be retailed by the shopkeepers; if shops neither exist nor can be arranged for, these articles will be dealt with as in the case of those mentioned in (b).

Rejection of supplies.

**230.** The advance party referred to in para. 214 may be authorised in conjunction with the supply official, if any, to take over,\* but not to reject, those supplies which are not to be retailed by shopkeepers.

\* Note.—“Taking over” does not necessarily involve acceptance referred to in para. 229 (b).

Supplies may only be rejected by a committee composed (a) in the case of supplies for British troops, of British officers, (b) in the case of supplies for Indian troops, preferably of Indian officers superintended by a British officer, otherwise, of British officers, and (c) in the case of supplies for animals, of British officers if available, otherwise of Indian officers superintended by a British officer; the civil official, if present, should attend the committee; supplies ordered and tendered may be rejected only on account of unfitness for consumption according to the standard usually consumed by the persons or animals for whom they are intended; but if the supplies are unfit for consumption owing to the late arrival of the unit, or to causes outside the control of the supplier, payment must be made by the unit. The decision of the committee will be final; a copy of the report of a committee rejecting supplies will be sent to the district civil officer; the latter officer will also be informed of





the acceptance of supplies of a quantity inferior to that which might reasonably have been expected in the district traversed.]

**231.** The O. C. will be held responsible that whenever any Irregular article is taken without payment, or when *dasturi* is exacted, practices, the responsible person is severely dealt with. He will cause complaints, the officer of the day to frequently visit the bazaar, to see that <sup>and settle.</sup> the guard or police which should be posted thereon are doing claims. their duty, and that no irregularities are permitted. The O. C. will take care that he is readily accessible to any civil official or inhabitant who may be desirous of lodging a complaint. The civil supply official should report to the O. C. each evening whether any claims remain unsettled, and, if so, the latter will personally see to their immediate settlement. The civil official should endorse all receipts given for payments made, and the O. C. should not accept receipts unless so endorsed.

**232.** Individuals or small parties will ordinarily purchase Individuals their own supplies from bazaars. If any assistance is required <sup>and small</sup> parties. they will apply to the local police officer.

### Tolls.

**233.** Under the Indian Tolls (Army) Act II of 1901, Exemption which applies to the whole of British India, inclusive of British Baluchistan, the Santhal Parganas, and the Pargana of Spiti—

- (a) all officers and soldiers of His Majesty's Regular Forces, and local corps, or Imperial Service Troops, when on duty or on the march,
- (b) all members of a corps of volunteers when on duty, or when proceeding to or returning from duty,
- (c) all officers and soldiers of the Indian Reserve Forces when proceeding from their place of residence on being called out for training or service, or when proceeding back to their place of residence after such training or service,
- (d) all grass-cutters when employed in the service of His Majesty's Regular Forces, any local corps, Imperial Service Troops, or any corps of volunteers,
- (e) all other authorized followers of His Majesty's Regular Forces, any local corps, Imperial Service Troops, or any corps of volunteers, when they accompany any body of such forces, troops, or volunteers, or any members of such corps, on the march, or when they are otherwise moving under the orders of military authority,
- (f) all members of the families of officers, soldiers, or authorized followers, of His Majesty's Forces, or any local corps, when accompanying any body of troops, or any officer, soldier, or authorized follower thereof, on duty or on the march,

- (g) all prisoners under military escort,
- (h) the horses and baggage, and the persons (if any), employed in carrying the baggage of any persons exempted under the foregoing clauses, when such horses, baggage, or persons accompany the persons so exempted under the circumstances mentioned in those clauses respectively, .
- (i) all carriages and horses belonging to His Majesty, or employed in His Majesty's military service, and all persons in charge of or accompanying the same, when conveying any of the persons above mentioned, or when conveying baggage or stores, or when returning unladen from conveying such persons, baggage; or stores,
- (j) all carriages and horses, when moving under the orders of military authority for the purpose of being employed in His Majesty's military service,
- (k) all animals, accompanying any body of troops, which are intended to be slaughtered for food or kept for any purpose connected with the provisioning of such troops, and
- (l) all persons in charge of any carriage, horse, or animal exempted under any of the foregoing clauses, respectively,

are exempted from the payment of any tolls, on embarking or disembarking, or on being shipped or landed from or upon any landing place; or in passing along or over any turnpike or other road or bridge; or on being carried by means of any ferry, other than a railway ferry. But boats, barges, or other vessels employed in conveying the above persons or property along any canal will pay the usual tolls.

Any vessel employed by the govt. solely for the transport of troops; or the horses, baggage or other effects of any troops embarking or disembarking at any port; or carriages belonging to His Majesty or employed in His Majesty's military service embarking or disembarking at any port; are also exempt from tolls levied by any local authority.

Officers not in uniform need only furnish the toll-keeper in writing with their names, rank, and nature of the duty on which travelling, but in all other cases unless the individual is in uniform, or followers, horses, baggage, carriages, and slaughter animals are accompanying individuals in uniform, exemption from tolls will only be admitted on the presentation of a pass (I, A. F. Z-2114) to the toll authorities.

**NOTE.—“Horses”** includes mules and beasts of any description used for burden, draught, or the conveyance of individuals..





### **Appendix I.**

*Classification of British N. C. O's and men for travelling,  
arranged alphabetically.*

*Class I (Class 16, W. O. A. Regs.).*

Acting serjeant major, volunteer corps.	*Quartermaster serjeant.
Master gunner, 3rd class.	Troop deck serjeant.

*Class II (Class 17, W. O. A. Regs.).*

*Battery, squadron or company serjeant major or quartermaster serjeant.	Serjeant employed in an Indian department eligible for promotion to departmental warrant rank.
*Colour serjeant. U. L. instructors of volunteer corps.	Staff serjeant.

*Class III (Class 18, W. O. A. Regs.).*

Serjeant major and drill instructor, Nair brigade.	Serjeant of the Indian U. L. ineligible for promotion to departmental warrant rank.
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*Class IV (Class 19, W. O. A. Regs.).*

\*Serjeant.

*Class V (Class 20, W. O. A. Regs.).*

All rank and file.

\*Including all those holding appointments carrying this rank (see K. R.).

### **Appendix II.**

(REFERRED TO IN PARA. 17.)

*Extracts from the contracts entered into with the P. and O. Co., having effect from the 1st February 1908 to the 31st January 1915, for the conveyance of the East India, China, and Australia mails.*

#### **THE SECOND SCHEDULE.**

1. The company shall and will when and so often as they require in writing so to do by the Admiralty, the Secretary of State for India, or the Secretary of State for the Colonies, or by any officers or agents acting under their authority (such writing to specify the rank or description of the person or persons to be conveyed and the accommodation to be provided for him or them) receive, provide for, victual, and convey to, from, and between any of the ports or places to, from, and between which any of the said steamships are to proceed in the performance of this agreement or otherwise (in addition to any officers of the Post Office employed in connection with the mails conveyed, or to be conveyed under this agreement).—

- (a) Any number of naval, military, or civil officers in the service of His Majesty, not exceeding eight in any one ship, with or without their wives and

children, as chief cabin or 1st class cabin passengers (together with their servants, male and female, who are to have the same accommodation as that provided for the servants of other passengers, or of officers of the company).

- (b) Any number of warrant officers or non-commis-sioned officers, class XVI of the army, warrant officers or colour serjeants of the Royal Marines, chief petty officers of the Royal Navy, or arti-ficers in His Majesty's dockyards, not exceeding four in any one ship, with or without their wives and children, as fore cabin or 2nd class passengers; and
- (c) Any number of seamen, marines, or soldiers, not exceeding 10 in any one ship, with or without their wives and children, as 3rd class passen-gers, to be always provided with proper accom-modation below deck.

**The accom-mmodation.**

2. (1) The passengers who shall be conveyed in pursuance of the last preceding clause (who are hereinafter designated "govt. passengers") with their families, shall be treated in no respect whether as regards food, cabin, or other accom-modation, or aught else, in a way inferior to that in which ordinary passengers of the same class are treated, or to that required by the regulations of His Majesty's Transport Ser-vice. The messing of the 2nd class and the victualling of the 3rd class naval adult passengers shall include in each day one half gill of spirits, or a suitable substitute for ab-stainers.

(2) The several classes of passengers conveyed as afore-said shall mess in separate places, and medical attendance, medicine, and medical comforts, mess-utensils, and fittings, cooking utensils, articles for table use, and mess-places, fuel, lights, requisite articles of bedding, and all other necessaries shall be provided for them in like manner as for ordinary passengers of the like classes respectively.

**Passage money.**

3. The passage money for govt. passengers and their families and servants, respectively, shall, unless otherwise agreed between the Admiralty, the Secretary of State for India, or the Secretary of State for the Colonies, and the company, be the same as that charged by the company for ordinary passengers of the same class and shall include all the particulars mentioned in the same preceding clause and, if and whenever any alteration of rates for ordinary passengers shall be made by the company, the Admiralty and the Secre-taries of State for India and the Colonies shall be immediately apprised of such alteration.

**Returns to be furnished.**

4. Returns of the embarkation and disembarkation of all govt. passengers shall be furnished to the Director of Trans-ports immediately after the departure and arrival of each ship.

**Payments, how made.**

5. Payments for passage money for govt. passengers shall be applied for by invoices according to a form to be obtained from the office of the Director of Transports, and





shall be made only upon such applications and upon the production of the orders for the passage together with a certificate under the hand of the commanding officer, specifying the number of the 3rd class passengers (men, women, and children) conveyed, with the ages and sexes of the latter, and stating the periods during which they have been respectively regularly supplied with provisions while on board, and also a certificate under the hand of each 1st and 2nd class passenger of his or her having been landed at the place of destination, and of his or her having been properly accommodated and messed during the voyage, and specifying the dates from and to which they were so messed, computed from the first to the last dinner meal.

6. The company shall convey for every govt. passenger, <sup>Baggage.</sup> free of charge, the quantity of baggage (whether such quantity shall be estimated or ascertained by bulk or weight) to which he is entitled under the govt. regulations for the time being in force, and freight shall be payable for any extra baggage of a govt. passenger after the same rate as the freight payable according to the regulations of the company for the time being, for extra baggage of an ordinary passenger of the same class, but the same must be paid by the passengers themselves.

7. The passage money for the wives, families, and servants <sup>Wives and families.</sup> of commissioned and civil officers when not ordered to be conveyed at the public expense, shall be paid to the company by the officers themselves.

8. In all cases where an officer in the naval, military, or Officers in civil service, of His Majesty who may not be entitled to a <sup>His Majesty's</sup> passage at the public expense shall require a passage on board <sup>service to</sup> any of the company's steamships, the company shall be bound <sup>have prefer-</sup> to provide, when they have room in such ship, a passage for other passengers. <sup>ence to</sup> such officer in preference to any non-official passenger not already booked, and shall charge no higher rate for such passage than is chargeable for an ordinary passenger.

**Appendix III.***Cancelled.*





## Appendix IV.

*Dimensions and weights of artillery equipment.*

	EXTERNAL DIMENSIONS.			Weight, fully packed with ammunition and stores.
	Length.	Breadth.	Height.	
	Ft. In.	Ft. In.	Ft. In.	lbs.
<i>Horse and Field Artillery.</i>				
Carriage, Q. F., 4·5-inch howitzer—				
With howitzer, traversing lever folded . . .	12 3	6 3½	shield down 4 10 4 10	3,010
Without howitzer . . .	12 3	6 3½		2,002
Limber, Q. F., 4·5-inch howitzer—				
Carriage—				
With pole . . .	14 5	6 3½	with guard irons 4 11½	1,668
Without pole . . .	5 7	6 3½		1,610
Wagon—				
With pole . . .	14 5	6 3½	guard irons removed 4 1	1,806
Without pole . . .	5 7	6 3½		1,750
Wagon, Q. F., 4·5-inch howitzer . . .	9 10	6 3½	with guard irons. 4 9½ guard irons removed 3 11½	2,737 without jointed pole. 2,667
Carriage, field, Q. F., 13-pr.—				
With gun . . .	12 6	6 3½	4 8	2,236
Without gun . . .	12 3½	6 3½	4 8	1,564
Limber, Q. F., 13-pr., carriage—				
With pole . . .	14 2	6 3½	4 8	1,456
Without pole . . .	5 3	6 3½	4 8	1,400
Wagon, ammunition, Q. F., 13-pr.—				
With spare jointed pole .	8 4½	6 5	5 0	1,914
Without spare jointed pole .	8 4½	6 5	5 0	1,844
Limber, Q. F., 13-pr., wagon—				
With pole . . .	14 2	6 5	5 0½	1,777
Without pole . . .	5 4½	6 5	5 0½	1,721
Carriage, field, Q. F., 18-pr.—				
With gun . . .	13 10½	6 3½	4 8	2,821
Without gun . . .	12 2	6 3½	4 8	1,813
Limber, Q. F., 18-pr., carriage—				
With pole . . .	14 2	6 3½	4 9½	1,743
Without pole . . .	5 4½	6 3½	4 9½	1,687

Appendix IV—*contd.*

	EXTERNAL DIMENSIONS.			Weight, fully packed with ammunition and stores.
	Length.	Breadth.	Height.	
	Ft. In.	Ft. In.	Ft. In.	
<i>Horse and Field Artillery—contd.</i>				
Wagon, ammunition, Q. F., 18-pr.—				
With jointed pole . . .	8 5	6 3½	5 2½	2,229
Without jointed pole . . .	8 5	6 3½	5 2½	2,159
Limber, Q. F., 18-pr., wagon—				
With pole . . .	14 2	6 3½	5 2½	2,128
Without pole . . .	5 4½	6 3½	5 2½	2,072
Wagon, G. S.—				
With pole without stores .	23 11	6 5	7 1½	2,100
Without pole . . .	13 6½	6 5	7 1½	2,057
Carriage, field, B. L. 5-inch howitzer—				
With howitzer . . .	9 9½	6 2	5 0	2,672
Without howitzer . . .	9 2	6 2	5 0	1,586
Limber, B. L., 5-inch howitzer, carriage—				
With pole . . .	14 2	6 2	5 0	2,179
Without pole . . .	5 10	6 2	5 0	2,123
Wagon, ammunition, B. L. 5-inch howitzer . . .	8 11	6 2	5 0	3,294
Limber, B. L. 5-inch howitzer wagon—				
With pole . . .	14 10½	6 2	5 1	2,179
Without pole . . .	5 10	6 2	5 1	2,123
<i>Heavy Artillery.</i>				
Carriage, field, B. L., 30-pr.—				
With gun and ammunition	13 5½	6 2	5 0	4,478
Without gun and ammunition . . .	9 6	6 2	5 0	2,108
Limber, B. L., 30-pr., carriage—				
With pole . . .	13 11	6 1½	5 10	2,454
Without pole . . .	5 10	6 1½	5 10	2,398
Wagon ammunition, B. L., 30-pr. . .	9 3	6 1½	5 10	3,678
Limber, B. L. 30-pr., Wagon—				
With pole . . .	13 11	6 1½	5 10	2,454
Without pole . . .	5 10	6 1½	5 10	2,398
Carriage, travelling, B. L., 5-inch converted, I. P.—				
With gun only, no stores .	16 9	6 5	5 0	8,176
Without gun . . .	11 8	6 5	5 0	3,696
Limber, B. L., 5-inch converted, I. P.—				
With pole and yoke (a) .	13 11	6 3	5 0	5,728 filled
Without pole and yoke .	5 10	6 3	5 0	1,547 empty 5,604 filled
				1,423 empty

(a) Weight of pole 70 lbs. Weight of yoke 54 lbs.





## Appendix IV—contd.

	EXTERNAL DIMENSIONS.			Weight, fully packed with ammunition and stores.
	Length. Ft. In.	Breadth. Ft. In.	Height. Ft. In.	
<i>Heavy Artillery</i> —contd.				lbs.
Carriage, field, B. L., 4-inch converted, I. P.—				
With gun . . .	14 11	6 4	5 0½	4,648
Without gun and stores .	10 5½	6 4	5 0½	1,736
Limber, B. L., 4-inch converted, I. P., carriage—				
With pole . . .	13 11	6 3	5 0	2,348 filled
				1,414 empty
Without pole . . .	5 10	6 3	5 0	2,292 filled
				1,344 empty
Wagon, ammunition, B. L., 4-inch, converted, I. P. .	9 2½	6 1½	5 10¾	2,618 filled
Limber, B. L., 4-inch converted, I. P., wagon—				
With pole . . .	13 11	6 3	5 0	1,876 empty
				2,422 filled
Without pole . . .	5 3	6 1½	5 8	1,393 empty
				2,366 filled
				1,323 empty
<i>Mountain Artillery</i> .				
Carriage, B. L., 10-pr.—				
With gun . . .	7 4	3 5	3 0	857
Without gun . . .	4 10	3 5	3 0	449
Boxes, pack transport, ammunition B. L., 10-pr.—				
Shrapnel shell . . .	2 6½	1 6	0 7	116
Common shell . . .	1 11	1 7	0 7½	82
Star shell . . .	2 6	1 5	0 6½	40
Box, small stores . . .	2 6	1 6	0 9	84 *
Racks, intrenching tools and flaps packed, complete .	4 0	2 6 top 3 11 bottom	3 6	305 lbs. (including saddlery, etc.)
Carriage, B. L., 2·75-inch—				
With gun . . .	11 3	3 9½	5 3½ (a)	1,225
Without gun . . .	9 9½	3 9½	5 3½ (a)	828
Boxes, pack transport, ammunition B. L., 2·75 inch—				
Shrapnel or Lyddite .	(b) 2 3½ 0 11½	(c) 1 10·6 (b) 1 3½	0 5·3 0 7½	138 41
Box, pack transport, B. M., and sights, B. L., 2·75-inch . . .	(b) 2 2·6	(c) 1 7·7	0 8½	95

(a) "Up" position.—4 feet 3½-inch only when in "Down" position.

(b) Inclusive of thickness of handles.

(c) Overall, total, length of "Band, hinge" included.

## Appendix IV—concl'd.

	EXTERNAL DIMENSIONS.			Weight, fully packed with ammunition and stores.
	Length.	Breadth.	Height.	
	Ft. In.	Ft. In.	Ft. In.	lbs.
<i>Mountain Artillery—contd.</i>				
Box, pack transport, B. M., and sights, B. L., 2·75-inch (spare)	(a) 2 2·6	(b) 1 7·7	0 8½	74
Racks, entrenching tools and flaps, packed complete	4 0	2 6 top 3 11 bottom	3 6	305 (including saddlery, etc.)
<i>Miscellaneous.</i>				
Cart, store, L. P. empty	12 5	6 4	6 0	1,351
Cart, trench, empty	11 7½	5 4½	4 2	1,008

(a) Inclusive of thickness of handles.

(b) Overall, total length of "Band, hinge" included.





**Appendix V.—Military Traffic Rules and Rates.*****1.—Military Traffic Rules and Rates.***

**1. Special types of vehicles not guaranteed.**—The military authorities will take and pay for vehicles actually supplied irrespective of their size or capacity, it being understood that the supply of vehicles of any particular size or capacity cannot be guaranteed.

**1A. Military carrying capacity of vehicles.**—The number of soldiers to be accommodated in all classes of stock is marked on each vehicle, and should ordinarily be adhered to. Should, however, it be found necessary in special circumstances to accommodate more than the authorized number, any in excess of the marked military carrying capacity will be paid for at the contract or tariff rates prescribed in the schedule of charges.

**2. Handling.**—The military authorities are responsible for and perform all handling, both loading and unloading, at their cost except in the case of goods traffic booked at and to Railway stations at the  $\frac{1}{3}$ rd pie per maund per mile rate, and in the case of transhipment of goods and baggage at junctions and from railways to ferries and *vice versa*, in which cases it will be handled by the railway staff.

When railway cranes are used in lifting heavy stores, the charges laid down in the tariff may be recovered by the railways on credit notes supported by a certificate from the military officer concerned. Charges on account of handling military stores conveyed in wagon loads are not recoverable on credit notes.

**NOTE.**—“Junction” includes a railway station at which a military siding takes off in respect of traffic loaded to and from the siding.

**3. Risk.**—All military stores, baggage, etc., carried at vehicle rates or at the rate of  $\frac{1}{3}$ rd pie per maund per mile shall be at government risk; risk note (railway Form B) need not, therefore, be executed for consignments sent by, or on behalf of, government at these rates.

Risk notes must be given for traffic such as coal, explosives and other dangerous goods for which tariff rates apply when owner's risk rates are charged.

**4. Application of the rules.**—These rules and rates do not apply to journeys performed by officers and others who draw travelling allowances under the provision of A. R., I, Vol. X, nor to military stores, the property of Civil Departments, and Military Works Services (*i.e.*, stores consigned to garrison engineers or officers commanding Royal Engineers), nor to stores consigned to and by regimental canteens, messes and cantonment magistrates nor to goods or livestock *not the property of Government in the Army Department at the time of despatch*.

**Note.**—“Army Department” includes Navy and Marine.

These rules and rates only apply to—

(a) Military traffic booked on warrant or credit note.

- (b) Military traffic debitale to the training grant, which is paid for in cash and despatched by an official of the Army Department.
- (c) Imperial service troops when moved at government expense and despatched by the inspecting officer.
- (d) Stores the property of government consigned to and by volunteer corps. Stores, the property of government at the time of despatch, forwarded to and from military dairy farms and booked on warrant or credit note.
- (e) Safety cartridges shall be treated as other military stores when they answer the following definition:—

The expression "safety cartridges," as used in these rules—

- (i) means a cartridge for small arms, the case of which can be extracted from the small arm after firing, and which is so closed as to prevent any explosion in one cartridge being communicated to other cartridges; and
  - (ii). includes a rifle calibre machine gun cartridge if it is as described in clause (i) whether it is for use with a machine gun having chambers identical with those of rifles or with a machine gun having special chambers.
- Provided that the diameter of the cartridge in either case (i) or case (ii) does not exceed one inch.
- (f) Kerosine oil, non-dangerous, i.e., flashing at or above 76° Fahrenheit will be charged as goods traffic at military rates, viz.,  $\frac{1}{3}$ rd pie per maund for small consignments and the vehicle rate for wagon loads. Kerosine oil, dangerous, i.e., flashing below 76° Fahrenheit must be charged at the same rate as for "other dangerous goods," i.e., at tariff rates.

**5. Rates.**—Except reserved saloons occupied by high army officials for which special rates apply, the rates chargeable per vehicle per mile will be as follows, inclusive of terminals, subject to a minimum charge of Rs. 5 per vehicle:—

#### Rates for Coaching Traffic.

	Standard Gauge.	Metre and other narrow gauges.
	Rs. A. P.	Rs. A. P.
(a) <i>Coaching traffic</i> per four-wheeled vehicle		
per mile	0 5 0	0 3 6
"    " per six-wheeled vehicle	0 7 6	0 5 3
"    " per bogie vehicle per mile	0 10 0	0 7 0*

\* The Bengal and North-Western and Rohilkund and Kumaon Railways do not accept this rate for their bogies. On the Bengal and North-Western and Rohilkund and Kumaon Railways [except over the Bareilly-Kathgodam Section for which see Rule 6 (d)] the rate for bogies is Re. 0-10-6 per bogie vehicle per mile.





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- (b) Small consignments other than coal, coke, patent fuel and explosives† per maund per mile (owner's risk).
- (c) Coal, coke, patent fuel and explosives†. Tariff rates.

+ Note.—The term "Explosives" includes explosives and all other dangerous goods as defined in the Conference Association Red Pamphlet, No. 3, except kerosine oil, non-dangerous, i.e., flashing at or above 76° Fahrenheit, and safety cartridges, for which see paras. 4 (e) and (f).

### Rates for Goods Traffic (Including Live-Stock).

	Standard gauge.	Metre and other narrow gauges.
	Rs. A. P.	Rs. A. P.
(a) Goods traffic including live-stock—per four-wheeled vehicle per mile (owner's risk)	0 4 9	0 3 3
(a) Goods traffic including live-stock—per six-wheeled vehicle per mile (owner's risk)	0 7 3	0 4 9
(a) Goods traffic including live-stock—per bogie vehicle per mile (owner's risk)	0 9 6	0 6 6
(b) Small consignments other than coal, coke and patent fuel, explosives and other dangerous goods (except safety cartridges and kerosine oil, non-dangerous, i.e., flashing at or above 76° Fahrenheit) [see Rule 4 (e), (g) and (h)].		
(c) Coal, coke and patent fuel, explosives and other dangerous goods (except safety cartridges and kerosine oil, non-dangerous, i.e., flashing at or above 76° Fahrenheit) [see Rule 4 (e), (f) and (g)]		½rd pie per maund per mile (owner's risk).
(d) Goods vehicles when requisitioned to run on passenger trains will be charged at the coaching vehicle rates.		Tariff rates.

Note (a).—An additional charge of six pies a maund is levied by the Bombay, Baroda and Central India Railway for the conveyance of military stores booked to and from Agra Fort, *via* Jumna Bridge Junction. An additional charge of Rs. 2 per vehicle, or 2 pies per maund in the case of small consignments, is levied by the Great Indian Peninsula Railway Administration, on goods booked between Dadar and Colaba.

Note (b).—The terms "Explosives" includes all "other dangerous goods" other than kerosine oil non-dangerous, i.e., flashing at or above 76° Fahrenheit, and safety cartridges. For definition of "Explosives" see Indian Railway Conference Association Red Pamphlet.

**6. Calculation of charges.**—(a) The charges on all vehicles charged at the vehicle rate shall be rounded off to the nearest rupee. The charge shall be reckoned on each vehicle thus, 18 four-wheeled metre-gauge vehicles for 300 miles.

$$300 \times 0\cdot3\cdot6 = \text{Rs. } 65\text{-}10\text{-}0 \text{ or } \text{Rs. } 66\text{-}0\text{-}0. \text{ For } 18 \text{ vehicles}$$

$$\text{Rs. } 66 \times 18 = \text{Rs. } 1,188.$$

(b) Freight charges on traffic charged at the ½rd pie per maund per mile rate shall be calculated as under—

In the rate per maund, fractions of a pie under one-half shall be omitted and all others be reckoned as one pie. In the total charges for each consignment, fractions of an anna of 6 pies or more shall be charged as one anna and all others omitted.

(c) In through booking the charges for the through distance from start to destination shall be calculated on the number of vehicles used by, and at the rates applicable to, the despatching railway. Where there is a break of gauge, or a ferry, the requisition should be based, and the accommodation

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provided, on the military carrying capacity of the vehicles supplied at the starting station.

**EXAMPLE.**—Six metre-gauge bogie coaching vehicles are booked from Neemuch to Rawalpindi. The charge will be 42 annas per mile on the distance from Neemuch to Rawalpindi irrespective of the higher scale of charges in force for broad-gauge vehicles, or of the number of vehicles required for the same service on the broad-gauge portion of the journey.

(d) These rules and rates will not apply to the following railways on which full public tariff rates will be charged:—

Barsi Light Railway; Bengal Dooars Railway; Boringpet-Kolar Railway; Cutch State Railway; Dibrusadiya Railway; Mourbhanj Light Railway; Nilgiri Railway; Parlakimedi Light Railway; Shahdara (Delhi)-Saharanpur Railway; Bareilly-Kathgodam section of the Rohilkund and Kumaon Railway.

(d) (i) Over the Darjeeling-Himalayan Railway contract rates are charged.

(e) Over the following sections of railway the rates chargeable under the rules are to be calculated on an increased distance as shown against each, *viz.* :—Umbala-Kalka (East Indian Railway), twice the actual distance; Kalka-Simla, four times the actual distance; Hardwar-Dehra (Oudh and Rohilkhand Railway),  $1\frac{1}{2}$  times the actual distance; Lashio Branch (Burma Railway), twice the actual distance; Mirpurkhas-Jhudo Branch (Jodhpur-Bikaner Railway),  $1\frac{1}{2}$  times the actual distance; and Mirpurkhas-Khadro Branch (Jodhpur-Bikaner Railway),  $1\frac{1}{2}$  times the actual distance for coaching traffic, and  $1\frac{1}{4}$  times the actual distance for goods traffic.

(f) When a journey is partly over a railway not a party to these rules and rates traffic will be re-booked at the junction with such railway.

**7. Ferry charges.**—(a) In the case of break of journey by ferry, the computation of charges for the portion of the journey beyond the ferry, will be based on the number of vehicles used at, and the rates applicable from, the starting station.

(b) In the case of traffic over ferries, the following addition must be made to the mileage for charge in lieu of ferry charges, *viz.* :—

Each ferry . . . . . 25 miles.

**8. Rates over military sidings.**—When goods are carried over a military siding charges from Rs. 5 per loaded vehicle, shall be levied in each direction in addition to the charge, from the station of despatch or receipt.

**9. Large and small parties.**—(a) Parties insufficient to fill the minimum number of vehicles laid down for a troop train, will be sent by ordinary passenger train.

(b) Complete vehicles will be paid for at the military traffic rate, and any surplus or small party insufficient to fill a complete vehicle according to the military carrying capacity, will be paid for at the contract or at the tariff rate, as the case may be.





(c) If women and children preceding, accompanying, or following troops are sent by ordinary train under warrant, they will only be entitled to the accommodation paid for.

**10. Large and small consignments of goods, etc.**

—(a) The vehicle rates are based on the general principle that when goods are sufficient to fill a whole vehicle, the vehicle rate will apply. Small consignments, or any balance remaining over in the case of consignments despatched in vehicles and charged for at the vehicle rate, shall be sent either by goods train as ordinary consignments, or be held over until a sufficient quantity has been collected to justify one or more vehicles being engaged for their conveyance. In the case of consignments sent as ordinary consignments payment will be made, irrespective of the general classification of goods, at the uniform rate of  $\frac{1}{3}$ rd pie per maund per mile.

(b) These rates are inclusive of terminals and the  $\frac{1}{3}$ rd pie per maund per mile rate is subject to a minimum of 8 annas per consignment by goods, and 4 annas for luggage by passenger train.

(c) Goods in bulk must always be charged at the vehicle rate. When bagged, in bundles, or boxed in such a way as to admit of other goods being loaded in the same vehicle, they may be charged on actual weight.

(d) The minimum distance chargeable for military stores conveyed in wagon loads is 10 miles for each railway.

**11. Military parcel rate.**—Ordinary parcel rates will be charged for all military consignments sent as parcels; except when a vehicle is requisitioned, or for baggage accompanying troops booked by passenger trains. When a vehicle is requisitioned, the vehicle rate will be charged. Dairy produce not in vehicle loads despatched by passenger train by military dairy farms will be charged at the public tariff rates.

**12. Chargers and other animals in horse-boxes or goods vehicles.**—(a) *By special troop train.*—All chargers and other animals despatched by special troop train, will be treated as the property of Government and entered on the warrant, charges being recovered at the vehicle rate.

(b) *By ordinary train.*—Authorised chargers and Government animals when despatched by ordinary train will be charged at the public rate unless the despatching officer requisitions for a special vehicle, when the vehicle rate will be applied.

*N.B.*—If the accommodation in the vehicle paid for at the vehicle rate is not fully occupied by Government, railways may make use of the spare accommodation for public traffic.

**13. Attendants on horses and live-stock.**—(a) In the case of horse-boxes, one attendant for each animal conveyed will be allowed to travel free in the vehicle with the animals.

(b) In the case of goods vehicles, two attendants in a 4-wheeled, three in a 6-wheeled, and four in a bogie vehicle will be allowed to travel free with the animals.

**14. Minimum number of vehicles to be paid for on special trains.**—(a) The minimum number of vehicles

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to be paid for under these rules for troops special trains shall be 16 four-wheeled vehicles or their equivalent; bogies to count as 2 and six-wheeled vehicles as  $1\frac{1}{2}$  units; brake-vans included in this number will be charged for at the vehicle rate.

(b) Where the conditions of gradients, etc., do not permit of 16 vehicles being hauled, the minimum number (16) will nevertheless be paid for.

NOTE.—On the Bengal and North-Western and Rohilkund and Kumaon Railways, bogies, if provided, will count as 3 vehicles.

**15. Free brake-vans and free allowance of luggage.**—(a) In the case of special trains one brake-van is allowed free for conveyance of baggage, provided that in all cases the minimum number of 16 vehicles is paid for. Vehicles supplied for the conveyance of baggage in excess of the quantity which can be loaded in this brake-van are charged for at the vehicle mileage rate.

(b) Provided the minimum number of vehicles has been paid for, all additional brake-vans attached to the train for railway purposes and not loaded with military traffic, will not be charged for.

(c) In the case of ordinary trains, a uniform scale of 20 seers of baggage will be allowed free by railways to all individuals travelling under warrant whether charged for at vehicle, contract or tariff rates: any quantity in excess of this will be charged for at the  $\frac{1}{3}$ rd pie per maund per mile rate if no vehicle is specially requisitioned for, subject to a minimum charge of four annas for each consignment. If, however, a vehicle is requisitioned for the conveyance of baggage by ordinary train, the vehicle rate will be charged irrespective of the free allowance. When half fares are charged for children between 3 and 12 years of age, half the authorized free allowance should be deducted.

**16A. Excess baggage.**—When a party of troops travelling by ordinary train, has excess private baggage and the Government allowance is not of sufficient volume to justify a vehicle being requisitioned, although the excess baggage added to the Government allowance would warrant this being done, the charge shall be as follows:—

(a) For baggage for which  $\frac{1}{3}$ rd pie per maund per Government pays. mile, subject to a minimum of 4 annas or at the vehicle rate whichever is cheaper.

(b) For excess private baggage for which Government does not pay.

This baggage will not be entered on the warrant, but will be booked under ordinary luggage tickets and will be paid for in cash at the time by the individual concerned. When there is an officer superintending the despatch of troops, he will be required to see that such baggage is booked and paid for before commencement of the journey. No free allowance will





be granted on baggage booked under luggage tickets, the free allowance will be given on baggage paid for by Government.

**16B. Bicycles accompanying military passengers as luggage.**—In all cases where military baggage is chargeable under the rules at public rates, bicycles should also be charged at the rates and under the conditions applicable to the public. In cases where baggage is chargeable at the  $\frac{1}{3}$ rd pie rate, bicycles should also be charged at this rate, but should not be subject to any free allowance.

**17. Soldiers' birds, dogs and other animals.**—When the vehicle rate is paid, no charge is leviable for birds, dogs, or other animals the property of soldiers carried in such vehicles.

**18. Troop vehicles on ordinary trains.**—The limit as to the number of vehicles to be attached to ordinary trains for different railways, is given in A. R., I., Vol. X.

**19. Charges in lieu of hire.**—The Army Department will accept an additional charge in lieu of hire at the rates given below for vehicles on special troop trains and for coaching vehicles on ordinary trains run through on to a foreign railway.

#### *Coaching and Goods.*

4-wheeled vehicle . . . . .	3 pies.	} Per vehicle per mile for the distance run loaded on the foreign railway.
6-wheeled vehicle . . . . .	4½ pies.	
Bogie vehicle . . . . .	6 pies.	

NOTE.—(i) In the absence of any endorsement on the warrant to the contrary, it will be assumed that vehicles will run through.

NOTE.—(ii) On the Bengal and North-Western and Rohilkund and Kumaon Railways the charge in lieu of hire in respect of bogie vehicles should be at 9 pies, i.e., three times the charge of a 4-wheeled vehicle.

**20. Detention charges.**—The following charges will be levied for the detention of stock:—

#### *Special Trains.*

(i) Stock ordered, but not used:—

Engine power . . . . .	Rs. 25 per engine, unless notice is given 6 hours previous to time fixed for departure.
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Vehicles . . . . .	Rs. 5 per vehicle brought from another station.
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(ii) Stock delayed beyond 30 minutes at starting station or at a station where troops are entrained *en route* owing to the fault of the military authorities:—

Engine power . . . . .	Rs. 5 per engine per hour.
Vehicles . . . . .	Annas 2 per vehicle per hour.

(iii) Free allowance for loading and unloading.

(a) At forwarding station.

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A free allowance of 6 hours day-light will be given for loading baggage, stores and live-stock vehicles.

If the stock is not loaded within this period, a charge of two annas per vehicle per hour will be made for all time in excess of the allowance.

(b) At destination station.

A free allowance of 6 hours day-light will be given for unloading baggage, stores and live-stock vehicles.

If the stock is not released within this period, the following charge shall be made :—

Vehicles . . . . .	Annas 2 per vehicle per hour.
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**NOTE.**—Unless baggage, stores and live-stock vehicles are released by the military authorities as soon as a train arrives at destination, the vehicles shall be unloaded at the goods shed or other place convenient to the railway.

**Ordinary Trains.**

*Same charges as for public.*

**21. Mode of payment.**—All payments for military traffic not requisitioned for by warrant, will be made by credit note, except military traffic debitible to the training grant as laid down in Rule 4.

**22. Interpretation of Rules.**—With a view to avoiding correspondence, should a difference of opinion as to the application of these rules or rates arise, the Army officer concerned, if requested by the railway authorities, shall at once refer the matter in dispute, giving the fullest information on the subject, to the Quartermaster-General in India with a view to definite orders being issued thereon, the railway concerned also sending in their case to the Secretary of the Indian Railway Conference Association, to enable him to confer with the Army Department as to a correct interpretation of the rule.





*Schedule of rates.*

No.	Service.	STANDARD GAUSS.		METERS AND SMALLER GAUGES.		REMARKS.
		By ordinary train, excluding reserved troop carriages, trucks and wagons attached thereto.	By troop extra train or reserved troop carriages, trucks or wagons attached to ordinary trains.	By ordinary train, excluding reserved troop carriages, trucks and wagons attached thereto.	By troop extra train or reserved troop carriages, trucks or wagons attached to ordinary trains.	
1	2	3	4	5	6	7
1	British officers and persons of similar station in life subject to the A. A. or I. A. of W.—1st class at contract rates.	Ordinary 2nd class fares.		Ordinary 1st class fares.		
2	Others (including British officers and persons of similar station in life proceeding on retirement, not subject to the places of residence) not subject to the A. A. or I. A. of W.—1st class at tariff rates.	Ordinary 1st class fares.		4-wheeled vehicles.—At 6 annas per vehicle per mile.	4-wheeled vehicles.—At 6 annas per vehicle per mile.	• Exceptions:—Indian non-commissioned officers and men on duty singly, or in small parties not exceeding four in number travel 3rd class.
3	Assistant surgeons, non-commissioned officers and troops (British and Indian) subject to the A. A. or I. A. of W., also European artisans and others.—2nd class at contract rates.	Lowest fares (a)		6-wheeled vehicles.—At 7 annas 6 pies per vehicle per mile.	6-wheeled vehicles.—At 5 annas 3 pies per vehicle per mile.	• Fares to be charged at full tariff rates for accommodation actually supplied.
4	British warrant and non-commissioned officers and men proceeding on, or returning from, furlough or leave, otherwise than on medical certificate; British soldiers proceeding to join the telegraph department for employment; and Indian officers proceeding on, or returning from, furlough, or proceeding on pension.—2nd class at tariff rates.	Ordinary 2nd class fares.		Boat vehicles.—At 10 annas per vehicle per mile.	Boat vehicles.—At 7 annas per vehicle per mile.	• Ordinary 2nd class fares.

(a) When despatched by mail trains, the fare to be paid will be the lowest rate at which the public are booked by such trains.

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No.	Service.	STANDARD GAUGE.		MILE AND SMALLER GAUGES.		
		By ordinary train, excluding reserved troop carriages, trucks and wagons attached thereto.	By troop extra train or reserved troop carriages, trucks or wagons attached to ordinary trains.	By ordinary train, excluding reserved troop carriages, trucks and wagons attached thereto.	By troop extra train on reserved troop carriages, trucks or wagons attached to ordinary trains.	BALANCE.
1		3	4	5	6	7
2						
3						
4						
5	Indian non-commissioned officers and soldiers proceeding on or returning from furlough or proceeding on pension, and rejected recruits proceeding to their homes—3rd class.	• Ordinary 3rd class fares (a).				
6	Others (including British warrant and non-commissioned officers and men and European artisans and Indian officers and sub-assistant surgeons, proceeding on retirement or discharge to their place of residence) not subject to the A. A. or I. A. of W.—2nd class at tariff rates.				Ordinary 2nd class fares.	
7	Wives of British warrant and non-commissioned officers and men, and of Indian officers, sub-assistant surgeons, and non-commissioned officers, also of European artisans and others, entitled to 2nd class accommodation at tariff rates.			4-wheeled vehicles.—At 5 annas per vehicle per mile.		
8	Children of above, over 12 years of age, entitled to 2nd class accommodation at tariff rates.			6-wheeled vehicles.—At 7 annas 6 pice per vehicle per mile.		
9				6-wheeled vehicles.—At 5 annas 3 pice per vehicle per mile.		

\* Fares to be charged at full tariff rates for accommodation actually supplied.

† For exceptions, see the remarks against item 3 and the entry under item 6. The families of Indian non-commissioned officers are entitled to the same class of accommodation as the men themselves.

4-wheeled vehicles.—At 3 annas 6 pice per vehicle per mile.

6-wheeled vehicles.—At 5 annas 3 pice per vehicle per mile.

\* Ordinary 3rd class fares (a).

Ordinary 2nd class fares.

Ordinary 2nd class fares.

4-wheeled vehicles.—At 5 annas per vehicle per mile.

6-wheeled vehicles.—At 7 annas 6 pice per vehicle per mile.

6-wheeled vehicles.—At 5 annas 3 pice per vehicle per mile.

• Ordinary  
class fares.





	Bogie vehicles—At 7 annas per vehicle per mile.	Bogie vehicles—At 10 annas per vehicle per mile.	
Children † of above, between 3 and 12 years of age, entitled to 2nd class accommodation at half tariff fares.	Free ‡	•	•
Children of above, under 3 years of age, entitled to 2nd class accommodation.	Wives of Indian soldiers, not non-commissioned officers and of Indian medical pupils, entitled to 3rd class accommodation.	Ordinary 3rd class fares (a).	Ordinary 3rd class fares (a).
Children of above over 12 years	Free ‡	•	•
Children or above between 3 and 12 years (half fare).	Public followers entitled to 3rd class accommodation.	Free ‡ Lowest fares (a).	Free ‡ Lowest fares (a).
Children of above under 3 years	Private followers entitled to 3rd class accommodation.	Ordinary 3rd class fares (a).	Ordinary 3rd class fares (a).
Children of public followers over 12 years of age.	Wives of public followers entitled to 3rd class accommodation.	Ordinary 3rd class fares (a).	Ordinary 3rd class fares (a).
Children of public followers between 3 and 12 years of age (half fares).	Children of public followers under 3 years of age.	Ordinary 2nd class fares.	Ordinary 2nd class fares.
European servants travelling in place of native servants.	European, Eurasian and native servants in attendance on invalid military passengers producing a medical certificate that attendance on the journey is necessary.	† To travel in the same compartment at the next lower fares (c).	† To travel in the same compartment at the next lower fare (c).
Invalid, hospital and ambulance carriages running with a load.		...	...

(a) When despatched by mail trains, the fare to be paid will be the lowest rate at which the public are booked by such trains.

(b) East Indian, Deoghar, Jodhpur, Oudh and Rohilkhand.

North Western, Burma.

Eastern Bengal, South Indian.

Bengal Nagpur, Railway.

(c) On the Madras and Southern Mahratta Railway, including the North-East line, European, Eurasian, and native servants in attendance on invalids are carried in the same compartment of a 1st class carriage on payment of 2nd class fare, and in the same compartment of a 2nd class carriage on payment of half of the 2nd class fare. One servant only is allowed to travel with each party at reduced fare.

Nizam's Guaranteed State, Romlikund and Kunnaon in 1st and 2nd class carriages at half their respective rates, Great Indian Peninsula, including the Indian Midland Section.

Gondal Porbandar State, Junagadh State, Jamnagar, Baroda and Central India.

Bhavnagar State, Junagadh State, Gondal Porbandar State, Junagadh State, Jamnagar, Baroda and Central India.

No.	Service.	STANDARD GAUGE.		MILES AND SMALLER GAUGES.		REMARKS.
		By ordinary train, excluding reserved troop carriages, trucks or wagons attached to ordinary trains.	By troop extra train or reserved troop carriages, trucks or wagons attached thereto.	By ordinary train, excluding reserved troop carriages, trucks and wagons attached to ordinary trains.	By troop extra train or reserved troop carriages, trucks or wagons attached thereto.	
1.	2	3	4	5	6	
17	Private baggage in excess of free allowance, chargeable to Government.	At 1rd pie per mannd per mile.	4-wheeled vehicles—At 5 annas per vehicle per mile.	4-wheeled vehicles—At 3 annas 6 pies per vehicle per mile.	An additional charge of 6 pies a mannd is levied by the Bombay, Baroda and Central India Railways for the conveyance of military stores brooked to and from Aga Fort via Junna Bridge Junction. Similarly, an additional charge of Rs. 2 per vehicle, or 2 pies per mannd in the case of small consignments, is levied by the Great Indian Peninsula Railway Administration, on goods booked between Dadar and Colaba.	
18	Government baggage accompanying passengers, chargeable to Government.	At 1rd pie per mannd per mile, or vehicle rate (see column 4).	6-wheeled vehicles—At 7 annas 6 pies per vehicle per mile.	6-wheeled vehicles—At 5 annas 3 pies per vehicle per mile.		
19	Private baggage in excess of Government allowance.	At tariff rates (payable by the owner in cash on the spot).	Vehicle on ordinary trains. At tariff rates (payable by the owner in cash on the spot).	Vehicles on ordinary trains. At tariff rates (payable by the owner in cash on the spot).		
20	Government stores and equipment accompanying troops.	At 1rd pie per mannd per mile.	At 1rd pie per mannd per mile.	At the vehicle rates shown above.	At the vehicle rates shown above.	
21	Soldiers' dogs entered on warrant (a) both in local and through booking.	As in column 3*	As in column 3*	At the following rates:—	* Soldiers must put their dogs in the brake van, unless with the	





permission of the railway authorities they are taken into the carriage with the owners, in which case double these rates are chargeable. When soldiers' dogs not entered on the warrant are charged at the reduced rates, risk note (Form B) should be executed. These rates do not apply to officers' dogs, nor to dogs belonging to persons not subject to the A. A. or I. A. of W., for which the ordinary tariff rates are chargeable. The charges should in all cases be prepaid by the owner.

When the vehicle rate is paid, soldiers' dogs are carried free in such vehicles.

Free.

For any distance not exceeding 100 miles, each dog 2 annas.

For any distance above 100 and not exceeding 200 miles, each dog 4 annas.

For any distance above 200 and not exceeding 400 miles, each dog 8 annas.

Free.

For any distance above 400 and not exceeding 800 miles, each dog 12 annas.

For any distance above 800 and not exceeding 1,100 miles, each dog Re. 1.

For every 200 miles or portion thereof over 1,100 miles, 2 annas.

(2) The Assam-Bengal, Baris, Bengal-Central, Bengal-Nagpur, Bengal and North-Western, Bharatagar, Junagadh, Gondal-Porbandar, Bombay, Baroda and Central India, Burma, East Indian, Eastern Bengal State, Great Indian Peninsula, Jodhpur-Bikaner, Mewar, Nicam's, North Western, Oudh and Rohilkhand, Rohilkund and Kunnaon, South Indian, Madras and Southern Maharat, and Udaipur-Chitoragh Railways only charge the same rates for the dogs booked at owner's risk, of soldiers travelling at their own expense, if a certificate is produced signed by an officer, to the effect that the animals are the property of the individuals travelling and each dog is provided with collar and chain.

No.	Service.	STANDARD RATES.	MILES AND SMALLER DIVISIONS.
1	By ordinary train, excluding reserved troop carriages, trucks or wagons attached to ordinary trains.	By troop extra train or reserved troop carriages, trucks or wagons attached to ordinary trains.	By ordinary train, excluding reserve troop carriages, trucks and wagons attached thereto.
2	At the rates and under the conditions applicable to public traffic, all animals conveyed on the same warrant being treated as belonging to one owner.	Free.	At the rates and under the conditions applicable to public traffic, all animals conveyed on the same warrant being treated as belonging to one owner.
23	Soldiers' birds and animals, other than dogs which are provided for under item 21.	Coaching:— 4-wheeled vehicles.—At 6 annas per vehicle per mile. 6-wheeled vehicles.—At 7 annas 6 pice per vehicle per mile. Bogie vehicles.—At 10 annas per vehicle per mile.	Coaching:— 4-wheeled vehicles.—At 3 annas 6 pice per vehicle per mile. 6-wheeled vehicles.—At 5 annas 3 pice per vehicle per mile. Bogie vehicles.—At 7 annas per vehicle per mile.
23	Authorised chargers and Government animals carried in horse boxes with an attendant free for each animal.	Goods:— 4-wheeled vehicles.—At 4 annas 9 pice per vehicle per mile. 6-wheeled vehicles.—At 7 annas 3 pice per vehicle per mile. Bogie vehicles.—At 9 annas 6 pice per vehicle per mile.	Goods:— 4-wheeled vehicles.—At 3 annas 3 pice per vehicle per mile. 6-wheeled vehicles.—At 4 annas 9 pice per vehicle per mile. Bogie vehicles.—At 6 annas 6 pice per vehicle per mile.
24	Horses, ponies, mules, cattle, and camels in trucks or covered wagons, at Government expense.	....	....

In the case of a 4-wheeled goods vehicle, 2 attendants; in a 6-wheeled vehicle, 3 attendants; and in a bogie vehicle 4 attendants, in the same vehicle as the animals will be carried free.

All animals conveyed on the same warrant being treated as belonging to one owner.

All animals conveyed on the same warrant being treated as belonging to one owner.

....







No.	Service.	STANDARD GAUGES.		METER AND SMALLER GAUGES.		REMARKS.
		By ordinary train, excluding reserved troop carriages, trucks or wagons attached thereto.	By troop extra train or reserved troop carriages, trucks or wagons attached to ordinary trains.	By ordinary train, excluding reserved troop carriages, trucks or wagons attached thereto.	By troop extra train or reserved troop carriages, trucks or wagons attached to ordinary trains.	
1						
2						
28	Vehicles short of the minimum number equivalent to 16 four wheelers on troop extra trains.	Nil.	Coaching :— 4-wheeled vehicles—At 5 annas per vehicle per mile. 6-wheeled vehicles—At 7 annas 6 pias per vehicle per mile. Bogie vehicles—At 10 annas per vehicle per mile.	Nil.	Coaching :— 4-wheeled vehicles—At 3 annas 6 pias per vehicle per mile. 6-wheeled vehicles—At 5 annas 3 pias per vehicle per mile. Bogie vehicles—At 7 annas per vehicle per mile.	All brake-wagons included in the minimum number shall be paid for.
29	All military stores* of whatever nature, the property of Government to the Army Department at the time of despatch, when looked at railway goods stati, except dangerous kerosene oil and explosives, excluding safety cartridges, coke and patent fuel.	At 1½d. pie per maund per mile or at the vehicle rate (see column 6), whichever is cheaper.	At 5 annas per vehicle.	At 1½d. pie per maund per mile or at the vehicle rate (see column 6), whichever is cheaper.	At 5 annas 6 pias per vehicle per mile.	* Includes "safety cartridges" and kerosene oil flashing at or above 70 degrees Fahrenheit.
		All military stores sent independently of troops by passenger trains shall be charged at ordinary parcels rates.	All military stores sent independently of troops by passenger trains shall be charged at ordinary parcels rates.	All military stores sent independently of troops by passenger trains shall be charged at ordinary parcels rates.	All military stores sent independently of troops by passenger trains shall be charged at ordinary parcels rates.	Items 29 and 30.—An additional charge of 6 pias a maund is levied by the Bombay, Baroda and Central India Railway for the convenience of military stores booked to and from Agra Fort via Jumna Bridge Junction. Similarly an additional charge of Rs. 2 per wagon or 2 pias per maund in the case of small consignments is levied by the Great Indian Peninsula Railway Administration as toll on goods booked between Dadar and Colaba.
		Goods :— 4-wheeled vehicles—At 4 annas 9 pias per vehicle per mile.	Goods :— 4-wheeled vehicles—At 3 annas 8 pias per vehicle per mile.			







No.	Service.	STANDARD GAUGE.		METER AND SMALLER GAUGES.		REMARKS.
		By ordinary train, excluding reserved troop carriages, trucks and wagons attached thereto.	By extra train or reserved troop carriages, trucks or wagons attached to ordinary trains.	By ordinary train, excluding reserved troop carriages, trucks and wagons attached thereto.	By extra train or reserved troop carriages, trucks or wagons attached to ordinary trains.	
1		2	3	4	5	6
33	Engines arranged for and vehicles ordered by the military authorities for troop extra trains, but not used.	Nil.	Rs. 25 for each engine arranged unless notice of cancellation is given 6 hours before the time notified for departure. Rs. 5 for each vehicle that is actually brought in from another station on the demand of the military authorities.	N.M.	Rs. 26 for each engine arranged unless notice of cancellation is given 6 hours before the time notified for departure. Rs. 5 for each vehicle that is actually brought in from another station on the demand of the military authorities.	7
34	Engines and vehicles delayed beyond 30 minutes at starting station, or at a station where troops are entrained en route owing to the fault of the military authorities.	Nil.	Rs. 5 per engine per hour. 2 annas per vehicle per hour.	N.M.	Rs. 5 per engine per hour. 2 annas per vehicle per hour.	2 annas per hour per vehicle will be made for all time in excess of this allowance.
35	At forwarding stations a free allowance of 6½ hours of day-light will be given for loading baggage, stores and live-stock vehicles.	Nil.	2 annas per hour per vehicle will be made for all time in excess of this allowance.	N.M.	2 annas per vehicle per hour will be made for all time in excess of this allowance.	Unless baggage, stores and live-stock vehicles are released by the military authorities as soon as the train arrives at destination the vehicle shall be unloaded at the goods shed or other place convenient to the Railway.
36	At destination stations a free allowance of 6 hours day-light will be given for unloading baggage, stores and live-stock.	Nil.	2 annas per vehicle per hour will be made for all time in excess of this allowance.	N.M.	2 annas per vehicle per hour will be made for all time in excess of this allowance.	





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No.	Service.	STANDARD GARGE.			MILES AND SMALLER GAUGES.		
		By ordinary train, excluding reserved troop carriages, trucks and wagons attached thereto.	By troop extra train or reserved troop carriages, trucks or wagons attached to ordinary trains.	By ordinary train, excluding reserved troop carriages, trucks and wagons attached thereto.	By troop extra train or reserved troop carriages, trucks or wagons attached to ordinary trains.	REMARKS.	
1	2	3	4	5	6	7	
		In no case, however, should payment at contract rates for either 1st or 2nd class accommodation exceed the charge to the public for a reserved compartment of the corresponding class at ordinary rate.		4-wheeled vehicles.—At 6 annas per vehicle per mile.	4-wheeled vehicles.—At 3 annas 6 pies per vehicle per mile.	Tariff rates and conditions apply to those not subject to the A. "I. A. of W. on all railways and to troops on the Rohilkund and Kunman Railway (Company's section) and the Darjeeling-Himalayan Railway.	
				6-wheeled vehicles.—At 7 annas 6 pies per vehicle per mile.	6-wheeled vehicles.—At 5 annas 3 pies per vehicle per mile.	"I. A. of W. on all railways and to troops on the Rohilkund and Kunman Railway (Company's section) and the Darjeeling-Himalayan Railway.	
				Bogie vehicles.—At 10 annas per vehicle per mile.	Bogie vehicles.—At 7 annas per vehicle per mile.	Lying down accommodation is not provided on the Dibrugarh Railway.	
	2nd class	•	•	•	As in column 3		
	3rd class	•	•	•	In 3rd class carriages the payment for each invalid will be the number of seats fixed for soldiers on a bench.		





40	Trucks with guns, gun carriages, ambulances and ordinance carts, and wagons, etc.	Coaching :— 4-wheeled vehicles.—At 5 annas per vehicle per mile. 6-wheeled vehicles.—At 7 annas 6 pies per vehicle per mile.	... ... ... ...	Coaching :— 4-wheeled vehicles.—At 3 annas 6 pies per vehicle per mile. 6-wheeled vehicles.—At 5 annas 3 pies per vehicle per mile.	Bogie vehicles.—At 7 annas per vehicle per mile. Bogie vehicles.—At 4-wheeled vehicles.—At 3 annas 3 pies per vehicle per mile.	A vehicle loaded with explosives must not be attached to a passenger train except on a representation by the military authorities of great public emergency when 6 dummy wagons will run for the safety of the train for which the military department will pay at the vehicle mileage rate. This rule is capable of relaxation in so far that where one carriage containing ammunition [other than small arms ammunition of class (a), division 1], which can safely be carried in any quantity without dummy wagons, only is being sent, every endeavour will be made by the railway to employ a powder van without the addition of dummy wagons.
41	Ammunition wagons	... ... ... ...	... ... ... ...	Goods :— 4-wheeled vehicles.—At 4 annas 9 pies per vehicle per mile. 6-wheeled vehicles.—At 7 annas 3 pies per vehicle per mile.	Bogie vehicles.—At 6 annas 6 pies per vehicle per mile.	Notes.—The military authorities may fill up these dummy wagons if required with any military stores other than coal, explosives or dangerous goods.
42	Covered wagons utilized for cooking purposes.	... ... ... ...	... ... ... ...	Bogie vehicles.—At 9 annas 6 pies per vehicle per mile.	Coaching rates will apply to despatches by troop special or passenger trains. Goods rates to despatches by goods trains.	Coaching rates will apply to despatches by troop special or passenger trains. Goods rates to despatches by goods trains.
43	Special sidings	... ... ... ...	... ... ... ...	When goods are carried over a military siding a charge of Re. 5 per loaded vehicle shall be levied in each direction in addition to the charges from the station of despatch or receipt.	Over each ferry 25 miles addition will be made to the mileage for charges.	
44	Ferries	... ... ... ...	... ... ... ...		Over each ferry 25 miles addition will be made to the mileage for charges.	

## Appendix VI.

*Routes to stations off the line of railway, and the means of conveyance available for those not required to march.*

STATION		Means of conveyance available.	DIS-TANCE. Miles.	REMARKS.
From	To			
1. Dargai (N. W. Ry.).	Malakand .	Tongas, ekkas or country carts.	7	
2. Malakand .	Chakdara .	Ditto	11	
3. Darya Khan or Dhakkar (N. W. Ry.).	Dera Ismail Khan.	Ditto	14 20	Troops will be booked to either Darya Khan or Bhakkar and the Indus crossed by boat bridge or boat, according to the state of the river.
4. Dera Ismail Khan.	Bannu .	Ditto . .	88 $\frac{1}{2}$	
5. Ditto .	Jandola .	Mail carts to Tank (42 miles), thence by route-march.	61 $\frac{1}{2}$	
6. Ditto .	Kajuri Kach	Tongas or ekkas to Murtaza (60 miles), thence by route-march.	88	
7. Ditto .	Wana .	Ditto . .	115 $\frac{1}{2}$	
8. Ghazi Ghat (N. W. Ry.).	Dera Ghazi Khan.	Tum-tums, ekkas or country carts.	8	The Indus is crossed by boat bridge or boat, according to the state of the river.
9. Hangu (N. W. Ry.).	Fort Lockhart	N/A	15	
10. Hasan Abdal (N. W. Ry.).	Abbottabad	Tongas, ekkas, country carts or doolies.	43 $\frac{1}{2}$	
11. Kalka (D. U. K. Ry.).	Kasauli .	Ponies for officers and small parties of British soldiers; and doolies with eight bearers each for families of British soldiers, and British soldiers unable to ride or march; with pack animals or coolies for baggage.	9	Between 15th March and 15th November the rest camp sergeant, at other times the S. and T. subordinate at Kalka, should be given at least two days' notice of requirement. These individuals will also arrange with hotel-keepers at Kalka when necessary to accommodate soldiers and their families at a charge not exceeding 8 annas a head per diem. These hotels supply meals consisting of a plate of cold meat, half a loaf of bread, and a cup of tea or coffee, at seven annas a head, and half beer, at six annas a pint. All charges will be paid by the individuals concerned and the accommodation charge recovered.
12. Dharmpore (K.-S. State Ry.).	Sanawar Subathu .	Ditto . .	8	
		Ditto . .	10 $\frac{1}{2}$	
13. Kohat (N. W. Ry.).	Bannu .	Tongas, tum-tums, ekkas or country carts.	78 $\frac{1}{2}$	See para. 219.
14. Bannu	Miran Shah	Tongas or ekkas . .	39	
15. Pubbli (N. W. Ry.).	Cherat .	Tongas, ekkas, tum-tums or country carts.	23	
16. Pathankot (N. W. Ry.).	Bakloh .	Tongas or ekkas to Dunera (31 $\frac{1}{2}$ miles); thence ponies or doolies for individuals and mules or coolies for baggage.	41 $\frac{1}{2}$	
17. Pathankot (N. W. Ry.).	Upper Dharmatala.	Tongas or ekkas . .	61 $\frac{1}{2}$	
18. Rawalpindi (N. W. Ry.).	All stations in Murree hills.	Tongas or bullock train carts to Sunny Bank, Murree, Kuldana cross roads, or Lower Tops, as convenient, thence dandies and mules.	36 $\frac{1}{2}$ 39 $\frac{1}{2}$ 33 41	All arrangements are made by the S. S. O., Rawalpindi. Coolies to convey baggage from tonga-terminus Murree to Willow Bank, will be supplied, on requisition by the A.D.S., Murree.





STATION.		Means of conveyance available.	DIS-TANCE.	REMARKS.
From	To		Miles.	
19. Pathankot (N. W. Ry.).	Dalhousie .	Tongas to Dalhousie for officers, British soldiers' families, British convalescents requiring special conveyance, and other British soldiers ordered to travel expeditiously. Ekkas to Dunera for other British details, beyond that by route-march; except in the case of convalescents who are allowed ekkas, or ponies or mules when ekkas are not running.	52½	The number of conveyances being limited, parties should not be despatched to Pathankot until all arrangements have been made for their onward despatch. Each ekka can carry one soldier and 50 seers baggage, or two soldiers and 30 seers baggage, or 120 seers baggage only, and parties should be distributed on this basis as most economical. When mules or ponies are used, one will be allowed each man for riding, and one for the baggage of every two men. Parties should proceed to Dunera the first day, and halt the night in the soldiers' rest-house there. This accommodates eight men, and food can be procured on payment from the adjacent dak bungalow. On the second day they should travel to Dalhousie, unless an intermediate halt is required, when the old civil road may be used and a halt made at the Mamul dak bungalow, but not more than four soldiers or two families should be sent together by this route. Details should be advanced funds to meet their expenses.
20. Darjeeling .	Lebong	Dandies and doolies for families of British soldiers and convalescents unable to march.	3	
21. Darjeeling	Takdah	Ponies for officers, with coolies for baggage. Dandies for ladies. Bullock carts also available.	15½	
22. Ghoom	Guntok	Ponies, dandies, or doolies .	61	
23. Ghoom (D. H. Ry.).	Takdah	Ponies for officers, with coolies for baggage. Dandies for ladies. Bullock carts also available.	12½	
24. Kotdwara (O. and R. Ry.)	Lansdowne	Ponies for officers, with coolies for baggage.	By cart road 26½, by bridle road 20½ miles.	Previous notice must be given to the Forwarding Agent, Kotdwara.
25. Purulia (Bengal Nagpur Ry.).	Ranchi	Push-push (covered cart drawn by coolies) for officers. Bullock carts for native ranks.	75	Journey takes 22 hours, but a halt can be made at the Tulin dak bungalow (36 miles).
26. Kathgodam (R. and K. Ry.)	Almora	Ponies for officers, with coolies for baggage.	88	

## Appx. VI.—Out-station routes

STATION.		Means of conveyance available.	DIS-TANCE.	REMARKS.
From	To		Miles.	
27. Kathgodam (B. and K. Ry.) —concl'd.	Ranikhet	Ponies for officers, and for British soldiers when ordered to travel expeditiously or when not more than six are travelling together. Also coolies for baggage. Tongas for families of British soldiers and convalescents.	50½	
28. Ditto	Naini Tal	Horse tongas to Naini Tal Brewery (11 miles), thence ponies with coolies for baggage, for officers. Ponies for British soldiers ordered to travel expeditiously, or when not more than six are travelling together, with coolies for baggage; and tongas for families of British soldiers, and convalescents.	22	Three days' clear notice of the ponies required at Kathgodam must be given to the Government Contractor, who will then arrange for the onward journey.
29. Dehra Dun (Hardwar Dehra Ry.).	Chakrata Kajlana.	Pony tongas, for officers, families of British troops, convalescents unfit to march, and British details travelling during the hot weather.	60	Previous notice of requirements must be sent to Mr. H. J. Baker, Hotel Caledonia, Rajpur, Dehra Dun District. The Dehra Dun rest camp is open annually — vide para. 196. When necessary on medical grounds dandies or doolies, with coolies for baggage, may be provided in lieu of the conveyances named from Dehra Dun to destination.
30. Ditto	Landour	Pony tongas to Rajpur (6 miles); thence dandies, doolies or ponies, with coolies for baggage; for officers, families of British soldiers, convalescents unfit to march, British soldiers ordered to travel expeditiously, and small parties travelling during the hot weather.	14	
31. Baxa Road (Cooch Behar Ry.).	Baxa	Elephants to Santrabari (3½ miles) for officers. Bullock carts to Santrabari for Indian ranks.	6	Seven days' notice of requirements must be given to O. C., Baxa.
32. Dhubri Ghat (E. B. S. Ry.).	Shillong	River steamer to Gauhati. Thence tongas for officers, and bullock carts for Indian ranks	188 64½ 64½	To railway station. To steamer ghat.
33. Ditto	Dibrugarh	River steamer to Gauhati. River steamer to Manipur road, thence by ponies or country carts for officers, and bullock carts for Indian ranks.	442 138	
34. Ditto	Kohima			
35. Ditto	Manipur			
36. Goalundo (E. B. S. Ry.).	Silchar	River steamer to Chandpur, thence by rail.	155 48½ 87½	To Kohima from Manipur road. To Manipur from Kohima.
37. Silchar	Manipur	Ponies for officers, with coolies for baggage.	202½	Passengers for Silchar travel by railway via Goalundo, those for other stations via Dhubri Ghat.
38. Avadil (Madras Ry.).	Poonamallee.	Government sick carts.	127 5½	Only a bridle path exists.





STATION.		Means of conveyance available.	DIS-TANCE.	REMARKS.
From	To		Miles.	
39. Coonoor (Nilgiri Ry.).	Wellington . Ootacamund.	Tongas for officers and others entitled thereto. Bullock carts for wards and guardians proceeding to or from the Lawrence Asylum, at the rate of one cart per three adults or less and their baggage (two children between two and ten years count as one adult). Bullock cart . . . .	2 11	
40. Hospet (S. Mahratta Ry.).	Ramandroog .	Tongas . . . .	13	
41. Mysore (S. Mahratta Ry.).	Hoonsoor .	Coaches or country carts .	68½	
42. Shenakatta (S. Indian Ry.).	Trevandrum .	Bullock dandies . . . .	16	
43. Tirur (Madras Ry.).	Malapuram .	River steamer . . . .	110	
44. Katha (Burma Ry.).	Bhamo .	Country carts . . . .	109	
45. Prome (Burma Ry.).	Thayetmyo .		50	
46. Thazi Junction (Burma Ry.).	Fort Stedman .			
47. Ditto	Kengtung .	Country carts to Fort Stedman (109 miles), thence only pack bullocks and coolies available. Ambulance tongas, country carts and ponies.	364 17	
48. Abu Road (B., B. and C. I. Ry.).	Mount Abu .	Tongas or carts . . . .	22	
49. Vizapur (G. I. P. Ry.).	Sirur . .	Carts . . . .	27½	
50. Kedgaon (G. I. P. Ry.).	" . .	Tongas or carts . . . .	41	
51. Poona (G. I. P. Ry.).	Taragarh .	Tongas or carts to foot of hills, thence ponies or doolies.	3	
52. Ajmere (B., B. and C. I. Ry.).	Astirgarh .	Bullock carts, ponies or mules to foot of hills, thence ponies, mules or chairs.	9	
53. Chanda (G. I. P. Ry.).	Erinpura .	Carts . . . .	7	
54. Erinpura Road (B., B. and C. I. Ry.).	Erinpura .	Mules or camels (tum-tums run between Harnai and Loralai).	169 57	
55. Harnai (N. W. Ry.).	Fort Sandeman, Loralai .	Tongas . . . .	37	
56. Ditto .	Bhuj .	Mail tongas to Dhar (33 miles only).	53	
57. Mandvi (seaport).	Sirdarpore .	Tongas . . . .	57	
58. Mhow (R. M. Ry.).	Deoli .	Carts . . . .	105	
59. Nasirabad (R. M. Ry.).	Kherwara .	Tongas or carts . . . .	54	
60. Palanpur (R. M. Ry.).	Purandhar .	Tongas or carts to foot of hills, thence ponies or chairs.	27	
61. Udalpur (R. M. Ry.).	Satara .	Tongas . . . .	10	
62. Poona (G. I. P. Ry.).	Peshin .	Mules or camels . . . .	7	
63. Satara Road (S. Mahratta Ry.).	Nowgong .	Tongas or dák gharries for officers and families of British soldiers. Dák gharries for British convalescents and men ordered to travel expeditiously, and parties of less than five British soldiers travelling together. Bullock carts for Indian ranks.	19½	
64. Yaru Karoz (N. W. Ry.).				
65. Harpalpur (G. I. P. Ry.).				

Four adults will be allotted to each ambulance tonga.  
Tongas, ponies or mules as available, for officers; carts or chairs for families of British troops; doolies for convalescents unable to ride in carts; carts for convalescents in fair health, and Indian troops when authorized.

The Quetta division standing orders contain the detailed instructions for movements within that division.

Two tongas and eight gharries can be run in one day on 24 hours' notice or two tongas and three gharries on shorter notice.

In the rainy season not more than five gharries can run daily.  
Dák gharries accommodate four men, or two convalescents requiring lying-down accommodation.

## Appx. VI.—Out-station routes.

STATION.		Means of conveyance available.	DIS-TANCE Miles.	REMARKS.
From	To			
66. Piparia (G. I. P. Ry.).	Pachmarhi .	Seats in motor mail service for officers, British soldiers and families of British soldiers ordered to travel expeditiously or on medical recommendation. Bullock carts for small parties of British soldiers.	32	Previous notice of requirements must be sent to the O. C., Pachmarhi.
67. Ujjain (B. B. and C. I. Ry.).	Agar .	Tongas . . . .	42	





**Appendix VII.**

*Rules for the supply of carriage by the civil authorities.*  
(Referred to in para. 222.)

1. Requisitions on the civil authorities for hired carriage <sup>Requisitions.</sup> required for the movements of troops or stores should be prepared on I. A. F. S-1675, giving full details of requirements, and sent so as to reach the district or political officer concerned, if possible, not less than fifteen days (one month in Gwalior State) before the carriage is required.

2. Hired carriage will not ordinarily be required to proceed <sup>Collection</sup> beyond the limits of the next civil district on the route, but <sup>and payment.</sup> will be exchanged, if possible, at such stations therein as may be fixed by the local civil authorities. It will be paid for at the authorized local hire rate from the date on which it is engaged by the civil officer for the march to the date of its discharge, both inclusive, but if taken double marches, double rates will be paid for each such march. Return hire will only be admissible when the carriage is necessarily taken beyond the nearest exchanging station, when half the full hire rate will be paid for each route book or other recognised stage on the return journey, without any allowance for halts. When circumstances render it necessary to collect the carriage before the date on which it is required, the civil authorities will always notify to the indenting officer the time required for collection prior to the start, and the probable extra expense that will be incurred. Similarly, any carriage indented for which may be found in excess of final requirements and discharged before the march commences, will be paid for at the full hire rate for each day or part of a day for which it is retained. If carriage is declared unserviceable by a committee of officers (which should include a civil officer), it will not be paid for. When chaudhris are engaged to collect carriage, their fees at local rates will be paid by the owners and not by the military department.

3. On engagement of the carriage, the civil or political <sup>Advances</sup> officer will advance to the owners half the estimated hire for <sup>and hand-</sup> the full journey, and then send the carriage to the place required in charge of a tehsil or durbar official who will hand to <sup>over of</sup> the requisitioning officer a detail of the composition of the carriage, authorized loads, hire rates, owners' names, amount advanced and receipts for the same, and intimation as to the station at which the carriage should be exchanged (*see I. A. F. S-1675*). The amount advanced will be at once repaid to the civil officer by the S. and T. corps.

4. The civil officer supplying the carriage will at the same <sup>Exchanging</sup> time warn the civil officer at the first exchanging station of the <sup>station.</sup> transport requiring exchange, and the date and place at which it will be required. The latter will then proceed as in para. 3, and warn the next exchanging station. Similar action will be taken at each exchanging station on the route.

5. Should any change be required *en route* in the original <sup>Change in</sup> quantity and description of transport supplied, the O. C. the <sup>original</sup> troops must give the civil officer at the exchanging station <sup>transport</sup> concerned as much notice as possible. <sup>requirements.</sup>

**Appx. VII.—Hired carriage.  
Appx. VIII.—Tour of Indian service for British  
service officers.**

**Unserviceable carriage.**

**Discharge of carriage.**

**Detention of transport.**

**Protecting certificate.**

6. Carriage breaking down between exchanging stations should be replaced on the spot in communication with the local civil officials, and paid off. If the advance received has not been liquidated the owner must refund the amount then due.

7. On arrival at an exchanging station, or at destination, the carriage should be at once released and paid off by the S. and T. officer, if there is one, otherwise by a British officer of the marching unit in the presence of the civil official attached to the troops, the acquittance roll being signed by both and countersigned by the O. C. Any disputes will be referred to, and settled by, the district civil officer at the place at which the transport is released.

8. If carts are brought from a distance and detained at a camp of exercise, etc., the full rate of hire will be paid for each day for such detention. Carriage should not, however, be detained at a camp which lasts for five days or over, except in very special circumstances.

9. When carriage is discharged, a certificate in English and the vernacular should be given by the civil officer at the exchanging station, or by the civil officer accompanying the troops, to each person in charge thereof, to protect the carriage from being taken for the use of troops while on its return journey, unless such troops are marching in the direction of the owner's home. If so employed, the full hire rate will be paid.

### Appendix VIII.

*Prescribed tour of service in India for British service officers, warrant and N. C. O's. and army schoolmistresses.*

R. F. Officers . . . . .	5 years.)	Passages governed by paragraph 55 (b).
R. A. M. C. Officers . . . . .	5 "	
A. V. C. Officers . . . . .	5 "	
Army Ordnance Department officers . . . . .	5 "	
Ridingmaster, R. A. . . . .	5 "	
District officer, R. A. . . . .	5 "	
Inspector of Army schools . . . . .	5 "	
Army schoolmasters . . . . .	5 "	
Army schoolmistresses . . . . .	5 "	
N. C. Os., machinery artificer section, Army Ordnance Corps . . . . .	5 "	
N. C. Os., armourer section, Army Ordnance Corps . . . . .	6 ,,	
Officers, other than those mentioned above, under paragraph 239 K. R. . . . .	6 ,,	Passage governed by paragraph 60.
Warrant and N. C. Os. Are required to complete R.E., when serving with Sappers and Miners. Defence Light sections 4 years, unless invalided, or Sappers and Miners.		Passage governed by the rules applying to other British soldiers.

The tour of service counts from the date of embarkation for India, and includes all duty and leave out of India during the tour; except in the case of R. A. M. C. officers who may count only up to 12 months' leave on m. c., exclusive of the time spent on the voyage out with troops, towards a tour.





## Appendix IX.

*Railway concessions to British and Indian Officers and troops when travelling on leave at their own expense.*

(Referred to in para. 23.)

To whom applicable.	Nature of concession.	By what railways given and what exceptions made.
Captains and Subalterns of the British and Indian services (including I. M. S.) who are doing duty with regiments of Cavalry, batteries or Companies of Artillery, Battalions of Infantry and companies of Sappers and Miners.	Use of Form E (I. A. F. T. 1709). The free allowance of baggage on tickets issued on Form E is as follows :— 1st class $1\frac{1}{2}$ maunds. 2nd class 30 seers.	North Western ; Oudh and Rohilkhand ; Eastern Bengal ; Bombay, Baroda and Central India ; Bengal-Nagpur ; South Indian Peninsula ; East Indian ; Nizam's Guaranteed State ; Madras and Southern Mahratta ; Burma, and Assam Bengal.
Captains and Subalterns of the British and Indian services (excluding professors or Staff Officers), who are students at the Staff College, Quetta.	Use of Form E (I. A. F. T. 1709). The free allowance of baggage on tickets issued on Form E is as follows :— 1st class $1\frac{1}{2}$ maunds. 2nd class 30 seers.	North Western ; Oudh and Rohilkhand ; Eastern Bengal ; Bombay, Baroda and Central India ; Great Indian Peninsula ; and East India.
British N. C. Os., and men ; and their families (limited to six members of a family).	Return ticket at single fare available for eight months only.	
Indian officers . . . .	Return ticket at single fare available for 12 months, when proceeding to their homes by the direct route.	All railway except Nilgiri, Dibrusad i y a, Bengal Provincial, Tezpur-Balipara, Jorhat, Baraset-Basirhat, Baktiarpur - B i h a r , Howrah-Amta and Howrah-Sheakhalia.
Indian N. O. Os., and men ; and their families (limited six members of a family) if accompanying them.	Ditto . .	

## NOTE.

(i) Second and third class concession tickets are not available by certain mail trains as specified by individual railways in their tariff.

The Shahdara (Delhi)—Saharanpur Railway only allows the concession of inter and third class return tickets at single mail train fares to N. C. O.'s and men of the Indian army and their families.

(ii) The concessions will be obtained on presentations of I. A. F. L-1180 or L-1181 (British Troops) and I. A. F. T-1720 (Indian Troops).

## Appendix X.

## Not-entitled Passages.

(Referred to in para. 44.)

## A.—1st Class.

- (i) Families of subalterns and captains granted entitled passages under para. 83 (a).
- (ii) Families of all officers who die in the service.
- (iii) Families of subalterns invalidated under para. 83 (b).
- (iv) Captains of the Indian service invalidated by a medical board; and their families.
- (v) Families of officers who move out of British India on duty to a station where families are not allowed to accompany them.
- (vi) Departmental officers with honorary rank in *military employ*; and their families.
- (vii) Quartermasters and ridingmasters; and their families.
- (viii) Departmental officers with honorary rank in *civil employ*; and their families.
- (ix) Families, when invalidated from climatic causes, of all subalterns and captains whose circumstances render such a concession desirable.
- (x) Officers, other than the above, of the British and Indian services, in *military employ*, below the substantive rank of major, whose circumstances render such a concession desirable, and their families.
- (xi) Officers of the British and Indian services in *civil employ* below the substantive rank of major, whose circumstances render such a concession desirable; and their families.
- (xii) Lady nurses of the Q. A. M. N. S. I.
- (xiii) Families of field officers invalidated and granted free passage under para. 83, if accompanying them.
- (xiv) Substantive field officers when treatment on a transport is necessary; and their families.
- (xv) Families, when invalidated from climatic causes, of field officers whose circumstances render such a concession desirable, when not accompanying them, and when treatment on a transport is certified by a medical board as necessary.
- (xvi) Families of chaplains doing duty on boardship, when they can be accommodated in the same cabin as the chaplain.





- (xvii) Chaplains below the rank of senior chaplain, who minister to the troops in India; and their families: in the case of those not actually ministering to the troops at the time of application, they must have done at least three years with troops, since last receiving a not-entitled passage.
- (xviii) Families of chaplains doing duty on board, who cannot be accommodated in the same cabin as the chaplain.
- (xix) Substantive field officers, other than those mentioned above, of the British and Indian services, in *military employ*, whose circumstances render the concession desirable; and their families.
- (xx) Substantive field officers of the British and Indian services, in *civil employ* whose circumstances render the concession desirable; and their families.
- (xxi) Children of deceased officers sent home for education.
- (xxii) Civilian mechanics and other civilian employees of Army Departments and the R. I. M., eligible for 1st class accommodation; and their families.
- (xxiii) Widows and unmarried daughters of officers who died after leaving the service, on finally leaving India. But not-entitled passages should not be granted to those who, after having gone to U. K. or the Colonies after the officer left the service, come back to India again.
- (xxiv) Retired officers of British and Indian services, who have remained in India after leaving the service, and their families, if they were not domiciled in India on joining the service; on finally leaving India.
- (xxv) Ex-soldiers who are serving Govt. in a civil department, after completing 12 years' service in the Army in India and who are eligible for 1st class accommodation and their families.
- (xxvi) Lady nurses of Lady Minto's Indian Nursing Association.

*B.—2nd Class (see para. 112).*

- (i) Departmental warrant officers in *military employ*; and their families.
- (ii) Departmental warrant officers in *civil employ* and their families.
- (iii) Families of regimental warrant officers and class I n. c. o's., recommended by the medical authorities for change of climate, if sanctioned by the Bde. Comdr.
- (iv) Non-departmental and R. E. warrant officers and class I U. L. n. c. o's., proceeding on privilege leave.

- (v) Families proceeding to the U. K. in advance of the head of the family, when entitled in due course.
- (vi) Civilian mechanics and other civilian employés of army departments and the R. I. M.; and their families.
- (vii) Children of soldiers serving in the Army in India, sent home for enlistment or education.
- (viii) Widows and children of soldiers who die in India after leaving the service, if the former are not domiciled in India at the time of marriage, or finally leaving India.
- (ix) Ex-soldiers who have taken their discharge in India on completing their service, and their families; on finally leaving India.
- (x) Military pensioners and their families, on finally leaving India.
- (xi) Ex-soldiers who are serving Govt. in a civil department after completing 12 years' service in the army in India; and their families.

*C.—3rd class (see para. 112).*

- (i) Families of n. c. o's., and men, recommended by the medical authorities for change of climate, if sanctioned by the Bde. Comdr.
- (ii) U. L. and R. E. n. c. o's., proceeding on privilege leave.
- (iii) Families proceeding to the U. K. in advance of the head of the family, when entitled in due course.
- (iv) Approved families off the strength, accompanying their husbands who are entitled to passage themselves.
- (v) Families of reservists who married after transfer to the reserve and who are entitled to passage themselves.
- (vi) Civilian employés of army departments and the R.I.M.; and their families.
- (vii) Children of British soldiers serving in the army in India, sent to the U. K. for enlistment or education.
- (viii) Widows and children of soldiers who die in India after leaving the service, if the former are not domiciled in India at the time of marriage; or finally leaving India.
- (ix) Ex-soldiers who have taken their discharge in India on completing their service, on finally leaving India; and their families.
- (x) Military pensioners and their families; on finally leaving India.





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- (xi) Ex-soldiers who desire to proceed to the U. K. or (*via* the U. K. to a Colony, etc.), immediately on purchasing their discharge from the army, and who are certified by their C. O's. as being unable to pay for passages; and their families.
  - (xii) Ex-soldiers who after purchasing their discharge from the army remain in India; and whose circumstances render the concession desirable, on finally leaving India; and their families.
  - (xiii) Ex-soldiers who are serving Govt. in a civil department after 12 years' service in the army in India; and their families.



**Appendix XI.**

- (a) Table showing the maximum and minimum number of Troop extra trains, maximum and minimum, vehicles for troop extra trains (see paragraph 168) :—

**Appx. XI.—Troop extra trains and reserved troop carriages.**

Railway.	Maximum (including two brake-vans) number of vehicles for troop extra trains supplied by the railway.	Minimum number of 4-wheeled vehicles to be paid for by govt. All brake-vans included in the minimum number shall be paid for.	REMARKS.
Oudh and Rohilkhand	35 Hardwar-Dehra branch, 15 vehicles including 3 brake-vans	16* (15 in the case of the Hardwar-Dehra branch).	* If less than 18 vehicles, including two brake-vans, are requisitioned, the railway may complete the load with its own traffic.
Morvi	28 four-wheeled vehicle; including 2 brake-vans	16 four-wheeled vehicles including brake-vans.	A six-wheeled vehicle to be counted as $1\frac{1}{2}$ and each bogie as 2 units.
	2' 6" gauge :—	16 four-wheeled vehicles including 1 brake-van	12 four-wheeled vehicles excluding one brake-van.





Great Indian Peninsula (main line)	Special trooper passenger train on any part of the line including the ghauts.	Not more than 20 vehicles, not to exceed 40 axles.	16
	Special mixed trooper train on any part of the line excluding the ghauts.	27 vehicles, not exceeding 54 axles, and such other vehicles beyond this load necessary to carry free baggage, up to 60 axles in all.	
	Special mixed trooper train on the ghauts.	Train will be divided so that any portion will not exceed 20 vehicles, aggregating 40 axles.	16*
	Special goods trains for military baggage, horses, stores, etc., on any part of the line except the ghauts.	40 vehicles, but not exceeding 80 axles.	
	Special goods train for military baggage, horses, stores, etc., on the ghauts.	Train will be divided so that any portion will not exceed 20 vehicles, aggregating 40 axles.	
			39
Indian Midland Section, G. J. P.			16*
Madras and Southern Mahratta	Broad gauge—30; metre gauge—40 at goods speed, 30 at mixed speed and 16 at passenger speed.		16

**Appx. XI.—Troop extra trains and reserved troop carriages.**

Railway.	Maximum (including two brake-vans) number of vehicles for troop extra trains supplied by the railway.	Minimum number of 4-wheeled vehicles to be paid for by govt. All brake-vans included in the minimum number shall be paid for.	REMARKS.
Bhavnagar	•	•	
Gondal-Porbandar	•	•	
Jamnagar	•	•	
Junagadh	•	•	
East Indian	•	•	35 throughout except on the Jubbulpore line where it is 25 from Allahabad to Jubbulpore and 30 from Jubbulpore to Allahabad.
Assam-Bengal.	•	•	22 (i.e., 10 bogies and 2 brakes) *
Bengal and North-Western	•	•	30
Rohilkund and Kumaon	•	•	
Bengal-Nagpur including northern section, East Coast Railway.	•	•	25 by special passenger, and 30 by special mixed. On the Satpura and other 2' 6" gauge lines, 16 by special passenger and 20 by special mixed.
Jodhpur-Bikanir	•	•	28
Udaipur Chitorgarh	•	•	28

\* If less than 18 vehicles including two brake-vans, are requisitioned, the railway may complete the load with its own traffic.

† A bogie is equal to two 4-wheeled vehicles.  
A bogie is equal to three 4-wheeled vehicles on the B. and N.W. Ry.

16 \*  
{ 16  
14

16 \*  
16 \*

28





**Appx. XI.—Troop extra trains and reserved troop carriages.**

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<p>(a) The following are the exceptions :—</p> <p>Up trains—Ajmer to Mhow and Kolakund to Khandwa 24. Mhow to Kalkund 18. Down trains.—Khandwa to Barwaha and Mhow to Ajmer 24. Barwaha to Mhow 20.</p> <p>Up and down.—Wadhwan-Virangam 25.</p>	<i>Metre gauge.</i> 28 28(a)	<i>Metre gauge.</i> 16 *
	<i>Broad gauge.</i> 30	<i>Broad gauge.</i> 10
The following are the loads for troop mixed trains :—		
Broad gauge.		
28(a)		
10 with two engines . . . . .	. . . . .	. . . . .
20 with two engines, or 10 with one engine . . . . .	. . . . .	. . . . .
18	16 *	16 *
30	12	16 *
30	40	12
Special passenger, speed 25 miles and over.		
Special passengers, speed under 25 miles.	25	16 *
Special mixed . . . . .	25	20
Goods train speed . . . . .	35	39
Other parts of line . . . . .		
H. H. the Nizam's guaranteed state . . . . .		

**Appx. XI.—Troop extra trains and reserved troop carriages.**

Railway.	Maximum (including two brake-vans) number of vehicles for troop extra trains supplied by the railway.	Minimum number of 4-wheeled vehicles to be paid for by govt. All brake-vans included in the minimum number shall be paid for.	REMARKS.
Dibr.-Sadiya	• • • •	By special passenger. 25 between Steamer Ghat and Margherita, and 15 between Makum junction and Talap.	16 †
Tezpur-Balipara	• • •	By special mixed. 20†	16 *
South Indian	• • •	Broad gauge 30, metre gauge 20 between Erode and Trichinopoly, and between Madura and Trichinopoly ; 25 elsewhere.	16
Bengal-Dooars	• • •	22  Broad gauge     . . . Metre gauge     . . . 2' 6" gauge     . . .	16 †  Special passenger.     . . 25     . . . 20     . . . 14     . . .  Special mixed. 35     . . . 22     . . . 14     . . .
Eastern Bengal	• • •		16
			14

† Provided there is at the time a sufficient number of wagons with goods awaiting despatch to make up the full load.

\* If less than 18 vehicles, including two brake-vans, are requisitioned, the railway may complete the load with its own traffic.

‡ If less than 16 vehicles, including two brake-vans, are requisitioned, the railway may complete the load with its own traffic.





**Appx. XI.—Troop extra trains and reserved troop carriages.**

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Ranaghat-Krishnagar	•	•	•	•	•	61	•
Darjeeling-Himalayan	•	•	•	•	15 including one brake-van.	•	•
Howrah-Amra	•	•	•	•	16	•	•
Howrah-Sheakhhala	•	•	•	•	17	•	•
Nilgiri	•	•	•	3 (a) up, and 4 (b) down	•	3 (a) up and 3 (a) down.	•
Deoghar	•	•	•	•	•	(a) This number to include one composite carriage, one brake-van and one third class.	•
Jorhat (Provincial)	•	•	•	•	•	(b) This number to include one composite, one brake-van, one open goods wagon.	•
					16, or the maximum number that can be hauled by the railway if such number is below 16.		

**Appx. XI.—Troop extra trains and reserved troop carriages.**

**North Western Railway.**

SECTION.	BETWEEN		Maximum (including two brake-vans) number of vehicles for troop extra trains supplied by the N. W. Railway.	Minimum (excluding two brake-vans) number of vehicles to be paid for by govt.	REMARKS.
	Station.	Station.			
<b>All level sections of the North Western Railway, broad gauge</b>					
Main line . . .	Peshawar . . .	Lalamusa . . .	30		
Kohat branch . . .	Rawal Pindi . . .	Kohat . . .	30		
Main line . . .	Kotri . . .	Karachi . . .	30		
Mari-Attock Ry. . .	Campbellpore . . .	Daudkhel . . .	30		
Main line . . .	Peshawar . . .	Jamrud . . .	*30		
Khewra branch . . .	Sodhi . . .	Khewra . . .	28		
Mari-Kalabagh . . .	Daukhel . . .	Mari. . .	30		

16, but if less than 18 vehicles, including two brake-vans, are required to load with its own traffic.

Assisted by a banking engine.

\* When an extra banking engine is used the charge will be Rs. 2.8 per mile, minimum Rs. 100.





**Appx. XI.—Troop extra trains and reserved troop carriages.**

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Frontier Section.	Between	Station.	Station.	MAXIMUM (INCLUDING TWO BRAKE-VANS).		MINIMUM INCLUDING TWO BRAKE-VANS.		DOUBLE ENGINE*	
				Up.	Down.	Up.	Down.	Up.	Down.
<b>Mushkaf-Bolan</b>	Sibi . . . . .	Nari . . . . .	Nari . . . . .	15 {	25 {	16, or the maximum number that can be hauled by the railway if such number is below 16. If less than 18 vehicles, including two brake-vans, are requisitioned, the railway may complete the load up to that number with its own traffic, or up to the maximum where the load is less than 18 vehicles.	.. {	.. {	.. {
	Nari . . . . .	Mushkaf . . . . .	Mushkaf . . . . .	15* {	25 {		30 {	15 {	30 {
	Mushkaf . . . . .	Abigum . . . . .	Abigum . . . . .	15† {	25 {		15 {	15 {	22 {
	Abigum . . . . .	Mach . . . . .	Mach . . . . .	15† {	25 {		10 {	10 {	22 {
	Mach . . . . .	Kolepur . . . . .	Kolepur . . . . .	15 {	25 {		45 {	45 {	45 {
	Kolepur . . . . .	Quetta . . . . .	Quetta . . . . .	25 {	23 {		45 {	45 {	45 {
	Quetta . . . . .	Bebli . . . . .	Bebli . . . . .	25 . . . . .	25 . . . . .		25 {	25 {	25 {
	Bebli . . . . .	Bostan . . . . .	Bostan . . . . .	25 . . . . .	25 . . . . .		25 {	25 {	25 {
	Bebli . . . . .	Babar Kach . . . . .	Babar Kach . . . . .	25 . . . . .	25 . . . . .		25 {	25 {	25 {
	Babar Kach . . . . .	Nakus . . . . .	Nakus . . . . .	11 {	11 {		21 {	21 {	21 {
<b>Sind-Peshin</b>	Nakus . . . . .	Sharigh . . . . .	Sharigh . . . . .	11 {	11 {		25 {	25 {	25 {
	Sharigh . . . . .	Khost . . . . .	Khost . . . . .	10 {	10 {		25 {	25 {	25 {
	Khost . . . . .	Kach Kotal . . . . .	Kach Kotal . . . . .	.. {	.. {		21 {	21 {	21 {
	Khost . . . . .	Khanai . . . . .	Khanai . . . . .	.. {	.. {		25 {	25 {	25 {
	Khanai . . . . .	Bostan . . . . .	Bostan . . . . .	25 {	25 {		45 {	45 {	45 {
	Bostan . . . . .	Gulistan . . . . .	Gulistan . . . . .	8‡ {	16 {		16 {	16 {	16 {
	Gulistan . . . . .	Shelabagh . . . . .	Shelabagh . . . . .	16 {	8‡ {		25 {	25 {	25 {
		Chaman . . . . .	Chaman . . . . .				16 {	16 {	16 {

\* *Abigum to Mach.*—Banking engine is attached. No charge.

† *Mach to Kolepore.*— Ditto.

‡ When a banking engine is used, the charge will be Rs. 2-8 per mile, minimum Rs. 100.

**Appx. XI.—Troop extra trains and reserved troop carriages.**

(b) Table showing the maximum number of troop carriages that can be attached to ordinary trains (see para. 168):—

RAILWAY.	Mail train.	Slow passenger train.	Mixed train.	REMARKS.
Oudh and Rohilkhand.	2(a)	4	4	(a) Also on fast passenger trains, but in through booking only on N. W. Railway except that on this railway two troop vehicles may be attached to the daily mail trains between Karachi and Quetta.
North-Western	1(b)	2	4(a).	
	2(a)		8(b)	(b) In local booking only.
Great Indian Peninsula (including Indian Midland section).	1(o)	4	4	(c) Two vehicles on fast passenger train.
East Indian . .	2	4	4	
Bombay, Baroda and Central India	1†	4	(c)	† This does not apply to the northern express to which no extra vehicles can be attached.
Rajputana-Malwa	1	(c)	{ 3(d) 4(e) 4(f)	
Nizam's guaranteed state.	..	4	4	(d) On mail line.
Bengal Nagpur .	1 bogie	..	4	(e) On Malwa section and Rewari-Bhatinda-Fazilka section.
Burma . . .	4(l)	4(l)	4(l)	
Jorhat (Provincial)	..	..	14(m)	(f) On local trains.
Tezpur-Balipara .	..	..	5(n)	(g) Troops will not be carried by office local trains.
Udaipur-Chitorgarh	4	..	4	
Bengal and North-Western.	2	4	4	(h) On the express trains on the broad gauge and on the fast passenger trains on the metre gauge, two vehicles can be attached.
Assam Bengal .	..	..	4	
Eastern Bengal (g)	2	8	14	
Madras and Southern Mahratta.	2	4(h)	4	(i) Bogie; but to branch line mail trains not made up to bogies, two ordinary carriages may be attached.





**Appx. XI.—Troop extra trains and reserved troop carriages.**

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RAILWAY.	Mail train.	Slow passenger train.	Mixed train.	REMARKS.
South Indian (broad gauge).	2	2	4	(j) On passenger trains running at 30 miles an hour, only one bogie can be attached.
South Indian (metre gauge).	1(i)	2(j)	8	(k) Not more than 9 first and 10 third class military passengers can be carried in an ordinary train, but in down trains an open goods wagon may be attached to carry not more than 34 soldiers on payment of minimum charge of 34 third class fares.
Bengal Dooars .	6	..	15	(l) Or 2 bogie carriages except on No. 1 "Up" and No. 2 "Down" Express, and No. 3 "Up" and No. 4 "Down" mail trains between Rangoon and Mandalay. On the 3 "Up" mail and 2 "Down" Express, accommodation for 2 officers and 4 third class compartments can be provided.
Nilgiri (k)	..	..	..	(m) Except on Sundays, six passenger carriages and 8 bogie wagons.
Morvi . . .	2	4	4	(n) Except on Sundays and during the monsoon.
				(o) Four-wheeler. The prior consent of the General Traffic Manager of the Railway must be obtained to a 4-wheeled vehicle being despatched by a mail train.

**Appx. XI.—Troop extra trains and reserved troop carriages.**

**Appendix XI—A.**

Railway.	Maximum (including two brake-vans) number of vehicles for troop extra trains supplied by the railway.	Minimum number of 4-wheeled vehicles to be paid for by Govt. All brake-vans included in the minimum number shall be paid for.	REMARKS.
Oudh and Rohilkhand	35 Hardwar-Dehra branch, 15 vehicles including 3 brake-vans.	16* (15 in the case of the Hardwar-Dehra branch).	• If less than 18 vehicles, including two brake-vans, are requisitioned, the railway may complete the load with its own traffic.
Morvi	28 four-wheeled vehicles including 2 brake-vans	16 four-wheeled vehicles including brake-vans.	A six-wheeled vehicle to be counted as $1\frac{1}{2}$ and a 30' vehicle having 3 compartments as 2 vehicles.
	2' 6" gauge :—	12 four-wheeled vehicles excluding one brake-van.	A bogie vehicle to be counted as $1\frac{1}{2}$ and a 30' vehicle having 3 compartments as 2 vehicles.





Special <b>troop</b> passenger train on any part of the line including the ghauts.	Not more than 20 vehicles not to exceed 40 axles.	
Special mixed <b>troop</b> train on any part of the line excluding the ghauts.	27 vehicles, not exceeding 54 axles, and such other vehicles beyond this load necessary to carry free baggage, up to 60 axles in all.	i6*
Special mixed <b>troop</b> train on the ghauts.	Train will be divided so that any portion will not exceed 20 vehicles, aggregating 40 axles.	
Special goods train for military baggage, horses, stores, etc., on any part of the line except the ghauts.	40 vehicles, but not exceeding 80 axles.	
Special goods train for military baggage, horses, stores, etc., on the ghauts.	Train will be divided so that any portion will not exceed 20 vehicles, aggregating 40 axles.	
<b>Great Indian Peninsula (main line)</b>		
Indian Midland Section, G. I. P.	39	16*
Madras and Southern Mahratta . . . . .	Broad gauge—30 ; metre gauge—10 at goods speed, 30 at mixed speed and 10 at passenger speed.	16

**Appx. XI.—Troop extra trains and reserved troop carriages.**

Railway	Maximum (including two brake-vans) number of vehicles for troop extra trains supplied by the railway.	Minimum number of 4-wheeled vehicles to be paid for by govt. All brake-vans included in the minimum number shall be paid for.	REMARKS.
Bhavnagar Gondal-Porbandar Jamnagar Junagadh	{ 25 vehicles for small engines, and 30 for large engines	16	* If less than 18 vehicles, including two brake-vans, are requisitioned, the railway may complete the load with its own traffic.
East Indian	35 throughout except on the Jubbulpore line where it is 25 from Allahabad to Jubbulpore and 30 from Jubbulpore to Allahabad.	16*	† A bogie is equal to two 4-wheeled vehicles
Assam-Bengal	22 (i.e., 10 bogies and 2 brakes) †	16*	† A bogie is equal to three 4-wheeled vehicles on the B. and N.W. Ry.
Bengal and North-Western Rohilkund and Kumaon	{ 30	16*	
Bengal-Nagpur, including northern section, East Coast Railway.	25 by special passenger, and 30 by special mixed. On the Satpura and other 2' 6" gauge lines, 16 by special passenger and 20 by special mixed.	14	
Jodhpur-Bikanir		28	16*
Udaipur-Chittorgarh		28	16*





**Appx. XI.—Troop extra trains and reserved troop carriages.**

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Bombay, Baroda and Central India system.	Broad gauge.	Metre gauge.	
	30	28	
	The following are the loads for troop mixed trains :—		
			16*
	Broad gauge.	Metre gauge.	
	30	28 (a)	
Sedaw to Thondoung.	•	•	10
Thondoung to Nawngkio.	•	•	
Ma whan to Kadu	•	•	
Gyodoung to Mawhan	•	•	
Kadu to Myitpyina	•	•	16*
Thazi to Myingyan	•	•	
Twatang to Aton	•	•	
Kathu branch	•	•	
Other parts of line	•	•	
H. H. the Nizam's guaranteed state	Special passenger, speed under 25 miles and over.	Broad gauge.	Metre gauge.
	Special passenger, speed under 25 miles.	25	12
	Special mixed	• • • 25	20
	Goods train speed	• • • 35	39

(a) The following are the exceptions :—  
Up trains.—Ajmer to Mhow and Kalakund to Khandwa 24. Mhow to Kalakund 18.  
Down trains.—Khandwa to Barwaha and Mhow to Ajmer 24. Barwaha to Mhow 20.  
Up and down.—Wadhwani, Vizangam 25.

**Appx. XI.—Troop extra trains and reserved troop carriages.**

Railway.	Maximum (including two brake-vans) number of vehicles for troop extra trains supplied by the railway.	Minimum number of 4-wheeled vehicles to be paid for by govt. All brake-vans included in the minimum number shall be paid for.	REMARKS.
Dibrugarh.	By special passenger. 25 between Steamer Ghat and Maigherita, and 15 between Makum junction and Talap.	20†	† Provided there is at the time a sufficient number of wagons with goods awaiting despatch to make up the full load.
Tespur-Balipara.	• • • •	17	* If less than 18 vehicles, including two brake-vans, are requisitioned, the railway may complete the load with its own traffic.
South Indian	• • • •	16*	† If less than 16 vehicles, including two brake-vans, are requisitioned, the railway may complete the load with its own traffic.
Bengal-Dooars	• • •	22 Special passenger. 25 35	16† Special mixed.
Eastern Bengal	• • • 2' 6" • • •	20 14	16 22 14





**Appx. XI.—Troop extra trains and reserved troop carriages.**

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Ranaghat-Krishnagar Desjeeling-Himalayan	17	16 including one brake-van.	16 including one brake-van.	16
Howrah-Anta	17			
Howrah-Sheekhala				
Milgiri		3 (a) up, and 4 (b) down	3 (a) up, and 3 (b) down	
Deoghar		...	16, or the maximum number that can be handled by the railway if such number is below 16.	
Jorhat (Provincial)		...	(c) This number to include one composite carriage, one brake-van and one third class.	
			(b) This number to include one composite, one brake-van, one third class and one open goods wagon.	

**Appx. XI.—Troop extra trains and  
reserved troop carriages.**

**North Western Railway.**

SECTION.	BETWEEN Station.	Maximum (including two brake-vans) number of vehicles for troop extra trains supplied by the N. W. Railway.	Minimum (excluding two brake-vans) number of vehicles to be paid for by Govt.	REMARKS.
All level sections of the North Western Railway, broad gauge	*			
Gradient sections—				
Main line	Peshawar . . .	Lalamusa . . .	30	
Kohat branch	Rawal Pindi . . .	Kohat . . .	30	
Main line	Kotri . . .	Karachi . . .	30	
Mari-Attock Ry.	Campbellpore . . .	Daudkhel . . .	30	Assisted by a banking engine.
Main line	Peshawar . . .	Jamrud . . .	*30	
Khehra branch	Sodhi . . .	Khehra . . .	28	
Mard-Kalsagh	Daudkhel . . .	Mari . . .	30	

\* When an extra banking engine is used the charge will be Rs. 2-8 per mile, minimum Rs. 100.





**Appx. XI.—Troop extra trains and reserved troop carriages.**

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Frontier Section.	Between	Station.	MAXIMUM (INCLUDING TWO BRAKE-VANS).		MINIMUM INCLUDING TWO BRAKE-VANS.		Up.	Down.	Up.	Down.	Up.	Down.
			Up.	Down.	Up.	Down.						
Mushkaf-Bolan	Sibi	Nari	{ 15	25	{ 15*	25						
	Mushkaf	Mushkaf										
	Abigum	Abigum	{ 15†	25	{ 15†	25						
	Mach	Kolepur	{ 15	25	{ 25	23						
	Kolepur	Quetta	{ 25	25	{ 25	25						
	Qnetta	Bebli	{ 25	25	{ 25	25						
	Bebli	Bostan	{ 11	11	{ 11	11						
	Sibi	Babar Kach										
	Babar Kach	Nakus										
	Nakus	Sharigh										
	Sharigh	Khost										
	Khost	Kach Kotai										
	Kach Kotai	Khanaï										
	Khanaï	Bostan										
	Bostan	Gulistan										
	Gulistan	Sheikabagh										
	Sheikabagh	Chaman										

\* *Abigum to Mach*.—Banking engine is attached. No charge.

† *Mach to Kolepur*.—Ditto ditto.

‡ When a banking engine is used, the charge will be Rs. 2-8 per mile, minimum Rs. 100.

**Appx. XI.—Troop extra trains and reserved troop carriages.**

**Appendix XI—B.**

RAILWAY.	Mail train.	Slow passenger train.	Mixed train.	REMARKS.
Oudh and Rohilkhand	2 (a)	4	4	(a) Also on fast passenger trains, but in through booking only on N. W. Railway except that on this railway two troop vehicles may be attached to the daily mail trains between Karachi and Quetta.
North-Western . . .	1 (b)	2	4 (a)	(b) In local booking only.
Great Indian Peninsula (including Indian Midland section).	2 (a)	8 (b)	4	(c) Two vehicles on fast passenger train.
East Indian . . .	1 (c)	4	(d)	† This does not apply to the northern express, to which no extra vehicles can be attached.
Bombay, Baroda and Central India.	2	4	4	
Rajputana-Malwa . . .	1	(e)	3 (d) 4 (e) 4 (f)	
Nizam's guaranteed state . . .	..	4	4	(d) On main line.
Bengal Nagpur . . .	1 bogie	..	4	(e) On Malwa section and Rewari-Bhatinda-Fazilka section.
Burma . . .	4 (l)	4 (l)	4(l)	(f) On local trains.
Jorhat (Provincial) . . .	..	..	14(m)	
Tezpur-Balipara . . .	..	..	5 (n)	
Udaipur-Chittorgarh . . .	4	..	4	
Bengal and North-Western.	2	4	4	(g) Troops will not be carried by office local trains.
Assam Bengal . . .	—	—	4	
Eastern Bengal (g) . . .	2	8	14	
Madras and Southern Mahratta.	2	4 (h)	4	(h) On the express trains on the broad gauge and on the fast passenger trains on the metre gauge, two vehicles can be attached.
South Indian (broad gauge).	2	2	4	(i) Bogie; but to branch line mail trains not made up of bogies, two ordinary carriages may be attached.
South Indian (metre gauge).	1 (i)	2 (j)	8	(j) On passenger trains running at 30 miles an hour, only one bogie can be attached.
				(k) Not more than 9 first and 10 third class military passengers can be carried in an ordinary train, but in down trains an open goods wagon may be attached to carry not more than 34 soldiers on payment of minimum charge of 34 third class fares.





RAILWAY.	Mail train.	Slow passenger train.	Mixed train.	REMARKS.
Bengal Dooars .	6	..	15	(l) Or 2 bogie carriages, except on No. 1 "Up" and No. 2 "Down" Express, and No. 3 "Up" and No. 4 "Down" mail trains between Rangoon and Mandalay. On the 3 "Up" mail and 2 "Down" Express, accommodation for 2 officers and 4 third class compartments can be provided.
Nilgiri (k)	..	..	..	(m) Except on Sundays. Six passenger carriages and 8 bogie wagons.
Morvi . . .	2	4	4	(n) Except on Sundays and during the monsoon. (o) Four-wheeler. The prior consent of the General Traffic Manager of the Railway must be obtained to a 4-wheeled vehicle being despatched by a mail train.

**Appendix XII.**  
*Specifications of tents.*





## Appendix XIII.

*Schedule of charges made by railways for damages to coaching stock caused by troops (vide para. 201 A. R., I., Vol. X.).*

Description of article.	AMOUNT.			
	5' 6" gauge.		Metre gauge.	
	Rs.	A. P.	Rs.	A. P.
<b>BRASS FITTINGS.</b>				
Bathroom or closet door bolt or catch, broken or deficient . . . . .	0	8	0	0 8 0
Bathroom or closet fastener or latch handle and plate, broken or deficient . . . . .	3	0	0	2 0 0
Bolts, brass, broken or deficient . . . . .	1	0	0	0 12 0
Bye-pass or indicator plate, brass, broken or deficient . . . . .	0	8	0	0 8 0
Bye-pass knob, brass, broken or deficient . . . . .	2	0	0	2 0 0
Bye-pass or regulator handle, brass, broken or deficient . . . . .	4	0	0	4 0 0
Catch for sliding door, broken or deficient . . . . .	1	0	0	1 0 0
Chain and plug for hand basin, broken or deficient . . . . .	1	0	0	0 6 0
Escutcheon for door lock, brass, broken or deficient . . . . .	0	8	0	0 8 0
Finger lift for shutter or venetian, broken or deficient . . . . .	0	8	0	0 8 0
Gas pendent, broken or deficient . . . . .	5	0	0	5 0 0
Handle, door carriage, brass, broken or deficient . . . . .	3	0	0	2 0 0
Do. do. sliding, brass, broken or deficient . . . . .	6	0	0	6 0 0
Do. do. khuskhus tatties, broken or deficient . . . . .	3	0	0	3 0 0
Hat, peg, brass, small size, broken or deficient . . . . .	1	0	0	1 0 0
Do. large size do. . . . .	2	0	0	2 0 0
Hinge brass butt do. . . . .	0	8	0	0 8 0
Do. commode broken or deficient . . . . .	2	13	0	2 13 0
Do. door carriage do. . . . .	1	8	0	1 8 0
Lamp ring for glass bowls do. . . . .	3	0	0	3 0 0
Do. screen ring do. . . . .	0	8	0	0 8 0
Do. do. catch do. . . . .	0	8	0	0 4 0
Net hat bracket do. . . . .	3	0	0	2 8 0
Water cock, brass do. . . . .	5	0	0	2 8 0
<b>DOORS.</b>				
Closet door III class broken . . . . .	5	0	0	3 0 0
I class door deficient or destroyed . . . . .	50	0	0	35 0 0
II do. do. . . . .	42	8	0	25 0 0
III do. do. . . . .	35	8	0	15 0 0
I do. seriously damaged . . . . .	30	0	0	25 0 0
II do. do. . . . .	20	0	0	15 0 0
III do. do. . . . .	18	0	0	10 0 0
I do. slightly damaged . . . . .	10	0	0	8 0 0
II do. do. . . . .	8	0	0	6 0 0
III do. do. . . . .	6	0	0	4 0 0
Door of lavatory seriously damaged . . . . .	12	0	0	8 0 0
Do. do. slightly damaged . . . . .	6	0	0	4 0 0
Do. pillar broken . . . . .	5	0	0	5 0 0
<b>IRON FITTINGS.</b>				
Bed rest bracket of ambulance broken or deficient each . . . . .	1	8	0	1 0 0

Appendix XIII—*contd.*

Description of article.	AMOUNT.		
	5' 6" gauge.	Metre gauge.	
	Rs. A. P.	Rs. A. P.	
<b>IRON FITTINGS—<i>contd.</i></b>			
Bed hanging chain of ambulance broken or deficient, each . . . . .	2 0 0	1 0 0	
Bed hanging hook of ambulance broken or deficient, each . . . . .	0 8 0	0 4 0	
Bye-pass key for gas fittings broken or deficient, each . . . . .	0 10 0	0 10 0	
Hooks and eyes missing . . . . .	1 0 0	1 0 0	
Panel iron large, damaged . . . . .	5 0 0	5 0 0	
Do. small do. . . . .	2 0 0	2 0 0	
<b>LEATHER AND CANVAS.</b>			
	5' 6" gauge.	Metre gauge.	
	Rs.      Rs.		
Ceiling cloth, damaged . . . . .	From 5 to 10		
Cushion canvas torn or cut up to 6" and up- wards . . . . .	From 3 to 8		According to the ex- tent of the damage.
Cushion imitation leather cloth, torn up or cut up to 6" and upwards . . . . .	From 5 to 15		
Cushion leather torn or cut up to 6" and up- wards . . . . .	From 10 from 5 to 15 to 15		
Cushion, canvas, deficient . . . . .	10 0 0	10 0 0	
Do. imitation leather cloth, deficient . . . . .	18 0 0	18 0 0	
Do. leather, deficient or destroyed . . . . .	30 0 0	30 0 0	
Door, stop, leather do. . . . .	0 8 0	0 4 0	
Do. sunshade canvas do. . . . .	2 0 0	2 0 0	
Pillow leather, deficient or destroyed . . . . .	12 0 0	8 0 0	
Do. damaged . . . . .	5 0 0	2 8 0	
Window leather, strap-long, deficient . . . . .	3 0 0	2 0 0	
Do. short do. . . . .	1 0 0	1 0 0	
<b>MISCELLANEOUS.</b>			
Bracket and lifting table, broken or deficient . . . . .	6 0 0	6 0 0	
Breast bar in covered goods* do. . . . .	6 0 0	6 0 0	
Cane back cut . . . . .	2 8 0	2 0 0	
Door glass frosted or tinted broken† . . . . .	7 8 0	7 8 0	
Do. frame broken . . . . .	1 8 0	1 8 0	
Door safety catch missing . . . . .	1 0 0	1 0 0	
Do. stop staple . . . . .	0 8 0	0 8 0	
Do. sunshade boards broken, each . . . . .	1 0 0	1 0 0	
Electric light lamps, broken, each . . . . .	1 8 0	1 8 0	
End Facie board broken . . . . .	2 0 0	2 0 0	
Do. sunshade board of brake van broken . . . . .	1 0 0	1 0 0	
Filter earthenware Saloons (N. G. S. Ry.) broken . . . . .	24 0 0	24 0 0	
Flap doorboards covered goods broken . . . . .	5 0 0	2 0 0	
Gas globo broken . . . . .	3 0 0	3 0 0	
Do. lamp reflector damaged or missing . . . . .	from Rs. 2 to Rs. 4	2 0 0	

\* These charges are only leviable when it is proved that the damage has been caused through culpable negligence on the part of the owner or attendants damage caused by horses or cattle being covered by the fares, as in the case of similar animals sent by the public.

† When the glass is in two pieces with a partition in the centre of the frame half rate should be charged unless both glasses are broken; rupee one only if purely accidental.





Appendix XIII—*contd.*

Description of articles.	AMOUNT.		
	5' 6" gauge.	Metre gauge.	
	Rs. A. P.	Rs. A. P.	
<b>MISCELLANEOUS—<i>contd.</i></b>			
Gas lamp shades cloth (Eastern Bengal State Railway), each	1 0 0	1 0 0	
Gas lamp shades cloth linen with monogram (Eastern Bengal State Railway), each	2 0 0	2 0 0	
Horse box end panel (wood) broken *	8 0 0	8 0 0	
Do. padding damaged *	From Rs. 5	to Rs. 25.	
Do. side shutter broken	3 0 0	3 0 0	
Do. stall post do. *	8 0 0	8 0 0	
Label boards, large, missing, each	3 0 0	3 0 0	
Do. small, missing	3 0 0	3 0 0	
Lamp roof, broken or missing, each	12 0 0	12 0 0	
Do. screen broken	1 0 0	1 0 0	
Do. glass do.	2 8 0	2 8 0	
Looking glass, large, broken	10 0 0	8 8 0	
Net hat rack destroyed	5 0 0	3 0 0	
Padlock and key deficient	3 0 0	3 0 0	
Padlock and keys (with chains) for wagons, missing, each	3 8 0	3 8 0	
Panel, wooden, broken	3 0 0	2 8 0	
Partition boards in trucks damaged *	2 8 0	2 8 0	
Pipe for water-supply, lead, per foot	1 0 0	1 0 0	
Do. do. copper do.	1 0 0	1 0 0	
Reading lamp broken or deficient	25 0 0	25 0 0	
Do. glass broken	5 0 0	5 0 0	
Removing centre seats from II class compartment	5 0 0	5 0 0	
Removing eye bolt with padlock when key is missing	3 0 0	3 0 0	
Ring seat or commode cover, broken or deficient	2 0 0	1 0 0	
Roof lamp shades damaged	3 0 0	2 8 0	
Side sunshade board I and II classes broken	2 0 0	2 0 0	
Do. do. III do. do.	1 0 0	1 0 0	
Side sunshade facia board broken	5 0 0	5 0 0	
Do. board (brake van) broken	1 0 0	1 0 0	
Shutter, broken	4 0 0	3 0 0	
Do. of upper window, broken	3 0 0	3 0 0	
Soap, dish, broken	1 0 0	1 0 0	
Stop bracket for upper berths, broken or deficient	2 0 0	2 0 0	
Stoves, cooking, seriously damaged	30 0 0	30 0 0	
Do. slightly do.	5 0 0	5 0 0	
Top light, small, in II class, damaged	3 0 0	3 0 0	
Towel rack, lavatory broken or deficient (N. G. S. Railway)	0 15 0	0 15 0	
Troughs in cattle trucks deficient *	6 0 0	6 0 0	
Upper bunk strap with buckle, deficient	0 9 0	0 9 0	
Venetian frame broken or deficient	3 8 0	3 0 0	
Do. louvre, broken, each	0 8 0	0 8 0	
Wash-hand basin, broken	20 0 0	20 0 0	
Window glass, broken, I and II class carriages †	6 0 0	6 0 0	
Do. do. III do. do	4 0 0	4 0 0	
Do. frame, broken	1 8 0	1 8 0	

\* These charges are only leviable when it is proved that the damage has been caused through culpable negligence on the part of the owner or attendants damage caused by horses or cattle being covered by the fares, as in the case of similar animals sent by the public.

† When the glass is in two pieces with a partition in the centre of the frame half rates should be charged unless both glasses are broken; rupee one only if purely accidental.



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